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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous Time Tables cancelled.)

UP TRAINS

STATIONS	No. 2 A.M.	No. 4 A.M.	No. 10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon..Dep.	6.40	8.05	8.30	9.15	10.00	12.10	1.15	2.31	3.20	4.30	5.40	7.35
Yaumati..Dep.	6.49	—	—	9.25	10.08	12.18	1.23	—	—	4.38	5.46	7.43
Shatin ...Dep.	7.01	—	—	9.33	10.20	12.30	1.35	—	—	4.50	6.00	7.55
Taipo ...Dep.	7.15	—	—	9 53	10.33	12.43	1.48	—	—	5.04	6.13	8.06
Taipo Market..Dep.	7.20	—	—	9.58	10.37	12.47	1.53	—	—	5.08	6.17	8.12
Fanling ..Dep.	7.30	—	—	10.10	10.47	12.57	2.02	—	—	5.18	6.27	8.22
Sheung-shui ...Dep.	7.35	—	9.07	10.15	10.52	1.02	2.07	3.09	—	5.23	6.32	8.26
Shum-chun...Arr.	7.41	8.45	9.13	10.21	10.58	1.08	2.13	3.15	4.00	5.29	6.38	8.32
Canton ...Arr.	—	12.05	—	5.48	—	—	—	—	7.18	—	—	—

Suns. & Holis. only

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 11 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 13 P.M.	No. 23 P.M.
Canton ...Dep.	—	—	—	8.10	—	—	—	—	3.25	—
Shumchun ...Dep.	7.17	8.03	10.34	11.27	11.47	2.53	4.39	5.47	6.42	7.07
Sheungshui ..Dep.	7.25	8.11	10.42	—	11.55	3.01	4.46	5.54	—	7.14
Fanling ...Dep.	7.30	8.15	10.47	—	12.00	3.06	4.50	5.58	—	—
TaipoMarket..Dep.	7.40	8.26	10.57	—	12.11	3.17	5.00	6.08	—	—
Taipo ...Dep.	7.44	8.31	11.01	—	12.16	3.22	5.04	6.13	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.30	3.36	5.17	6.26	—	—
Yaumati ...Dep.	8.11	8.56	11.26	—	12.42	3.48	5.29	6.38	—	—
Kowloon ...Arr.	8.17	9.02	11.32	12.07	12.48	3.54	5.35	6.44	7.22	7.49

*—FOR FIRST CLASS PASSENGERS ONLY. WILL STOP AT ANY STATION ON REQUEST

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, from Messrs. THOS. COOK & SON, LTD., HONG KONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

By Order,
R. BAKER, Manager.

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"THOUGHT WAVES THAT CLASH WITH OTHERS."

AN INDICTABLE OFFENCE OF THE FUTURE.

UNDERGROUND ELECTRICITY FOR MOTOR-CARS.

PROFESSOR A. M. LOW'S SURPRISING THEORY.

[EXCLUSIVE TO THE "DAILY PRESS."]

London (U.P.):—The hope that future men will be arrested for allowing their "thinking waves" to clash with others, was expressed by Professor A. M. Low, the distinguished British scientist in an interview with the United Press correspondent.

"And another thing" added the professor apparently in dead earnest: "I hope the day will come when all those who make a noise will go to jail."

Human beings of future generations, explained the professor, will no doubt learn to use the electrical force that is in their bodies to transmit waves of thought to one another:

"Mr. and Mrs. Number One."

"When this day comes," he continued, "men will have to be known by number instead of by name. And if a man's allotted 'thinking wavelength' is exceeded by him, then the matter will have to be brought to the attention of the police."

Discussing possible inventions of the future, Professor Low said that he visualised above anything else astonishing progress in the science of wireless:

"The day will come—although I think it is still far distant—when we shall learn to convey power by wireless," he predicted.

This, he said, meant the power to transmit the simulation of objects through space by wireless as differentiated from the successful attempts of men like John Hays Hammond to control the movements of objects at a distance. For instance, he added jocularly, mothers of the future should be able to send jam pots containing samples of their home made produce over the Atlantic by wireless. Then, however, he stated seriously:

"The discovery of wireless power transmission should enable us to send through space and at immense heights, specially designed airplanes flying by inductive power supplied by stations many miles away from them. Thus not only would they be 'controlled' by wireless as were Hammond's experimental crewless ships, but they will also be 'moved' by radio.

"I think also that the day will come when we shall be able to move vehicles along the highways by means of underground cables connected by induction with some simple mechanism under the car to be propelled. Thus we would have fuelless automobiles, motorless tramways, steamless steam engines etcetera.

"True the original cost of installing the cables would no doubt be high but once completed it would easily pay for itself. It would, of course, present a great advantage over the existing third-rail system of electric traction in that those deriving wireless power from the subterranean cables would not be restricted to a straight line on the highway. Besides such a system would do away with the danger which live third rails would present on a public thoroughfare."

Television Foretold.

Professor Low is famed for his predictions on the subject of the future development of science. His book "The Future," written over seven years ago, prophesied many scientific discoveries which have since come true and are in common use despite the fact that at the time he predicted them, many people smiled incredulously. He forecast the invention of wireless television and the future into favour of four wheel drive automobiles. Among other things which were laughed at when he predicted them were a number of surgical discoveries which are now in use in every great surgical centre.

During the war, the professor served as a major in the Royal Air Force. He had command of the Royal Flying Corps experimental works and in this capacity was enabled to accomplish work of the greatest value which, however, in view of its nature was kept secret. And already in these days—long before it was thought of seriously—he demonstrated television to the Institute of Automobile Engineers in London.

"It did not work well. In fact I think it worked rather badly," explained the professor, "nevertheless in those days it was quite an interesting experiment."

Something which worked considerably better than his first television apparatus was, said the professor, an "almost diabolical machine" which he invented during his college days. In those days, he explained, he hated to get up in the morning, so he devised a sort of robot which automatically made him a cup of tea and simultaneously pulled the bed clothes off.

"And I often wish that I still had that machine with me now," he admitted laughingly.

Slow Motion Camera.

His first serious discovery was made when he was six years of age. Already at this time the professor's parents had to exert much patience to control the young scientist's budding activities without discouraging the obviously inventive trend of his mind. Among things forbidden were any attempts by young Low to drill holes through the walls of the parental home.

This rule seriously interfered with the boy's ambition to ring a bell from his room to the next by means of a string because this would have meant piercing a partition. Low finally accomplished his object by placing a magnet against his side of the wall which resulted in a faint tinkling of the bell that he had placed on the other side.

A number of inventions which have been successfully marketed in England and abroad are the result of Professor Low's work after he left college. These include an analytical slow motion camera enabling students to find the real speed of a vehicle going at full speed when photographed but apparently moving extremely slowly when projected on a screen by the slow motion camera. Another invention of his is the Oscillographic Extensometer which enables steel specimens to be tested and the result of the test to be conveyed at a distance.

Ranking among the most valuable inventions ever introduced to industrial science is a method of heat photography by invisible rays which was discovered by Professor Low. It is possible by means of this method to photograph internal combustion engines when still hot. This is done by heat rays and is a practical demonstration of what modern science can do with infrared rays.

Asked whether he believed that science could solve the problems of peace, wars and disarmament for future generations, Professor Low replied:

"War is a natural process. Life, after all, is but a fight ending in the survival of the fittest. Besides, crystals fight, dogs fight and even trees fight. So why shouldn't men?"

Diary of Coming Events.

To-day.
(May 1.)

May Day.

Quarry Bay School: Spring Festival, 11 a.m.

Licensing Board Election, Supreme Court, 4 p.m.

H.K. Chinese Amateur Athletic Federation, Farewell Dinner to Chinese Football Team, Kam Ling Restaurant, 8 p.m.

Queen's Theatre: "The Iron Mask."

World Theatre: "London after Midnight."

Star Theatre: "Let Women Alone," 5.30 p.m.

Italian Opera Comedy Company: "Lucia di Lammermoor," Star Theatre, 9.15 p.m.

Banyard Musical Comedy Co.: "New Revue," Theatre Royal, 9.15 p.m.

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

Thursday.
(May 2.)

M.C.L. and H.K.W.G. Bridge Party, Taikoo Club.

Queen's Theatre: "The Iron Mark."

World Theatre: "London after Midnight."

Star Theatre: "Let Women Alone," 5.30 p.m.

Italian Opera Co.: "Carmen," Star Theatre, 9.15 p.m.

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

Friday.
(May 3.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Military Athletic Meeting, Sookunpoo.

H.K. Football Referees Association Meeting, Scandal Point, 6 p.m.

Queen's Theatre: "The River Pirate."

World Theatre: "Good Morning Judge."

Star Theatre: "The Street Angel," 5.30 p.m.

Italian Opera Co.: "La Bohême," Star Theatre, 9.15 p.m.

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

European Mails:—Inward: Europe *viâ* Negapatam (Hong Hwa), Europe *viâ* Siberia (Haruna Maru).

Saturday.
(May 4.)

Golf: Captain's Cup, Fanling.

Military Athletic Meeting, Sookunpoo, 3 p.m.

Tennis:—"A" Division: M.B.K. *v.* Hong Kong C.C., Chinese R.C. *v.* Craigengower, South China *v.* Kowloon C.C., Indian R.C. *v.* Recreio. "B" Division: Kowloon C.C. *v.* Hong Kong C.C., R.E. and R.S. *v.* Recreio, Nippon Club *v.* Y.M.C.A., University *v.* M.B.K. "C" Division: R.A.O.C. *v.* Craigengower, Hong Kong C.C. *v.* Recreio, Civil Service *v.* Chinese.

Lawn Bowls:—First Division: Taikoo *v.* Craigengower, Civil Service *v.* Kowloon C.C., Police *v.* Kowloon Docks, Recreio *v.* Kowloon Bowling Green. Second Division: Craigengower *v.* Taikoo, Kowloon C.C. *v.* Civil Service, Kowloon Bowling Green *v.* Recreio, Hong Kong Electric *v.* Yacht Club.

Queen's Theatre: "The River Pirate."

World Theatre: "Good Morning Judge."

Star Theatre: "The Street Angel" at 2.30 and 5.30 p.m.

Italian Opera Co.: "Tales of Hoffman," Star Theatre, 9.15 p.m.

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

European Mails:—Inward: Europe *viâ* Negapatam, papers (Kutsang). Outward: Europe *viâ* Marseilles (Haruna Maru), 9.30 a.m.

MOTOR NOTES

WILLYS-OVERLAND IN STRONG POSITION.

STRATEGICAL PLACE IN INDUSTRY.

2,500 DAILY OUTPUT IN 1929.

The year 1929 finds the Willys-Overland Company in the strongest position in its 21-year history, firmly entrenched in its position of quality leader in the light car field, and prepared to meet every form of competition on a sound basis.

Both from a manufacturing standpoint and from the standpoint of its sales organisation, every indication points to 1929 as a new record for the Toledo manufacturer, even surpassing the past twelve months which found Willys-Overland leading the entire automobile industry as a whole in per cent. of gain over 1927.

This remarkable position won by Willys-Overland in 1928 started the first of the year with the drastic Whippet price cuts, which brought the greatest buying demand in the Company's entire history. The sales growth continued throughout the year, and each month saw the company establishing new sales records.

The demand for the Willys-Overland products surpassed the expectations of the executives, and early in the year it was necessary to immediately launch into a programme of expansion that would enable the production of a greater number of cars, each month finding the company with thousands of unfilled orders on its books.

Facilities were added in the various plants of the company in order to materially increase its car-building schedules. This required the erection of plant additions and the installation of additional machinery. As the year wore on the company's daily car capacity was increased 50 per cent. over the capacity of the previous year, and for the new year will be capable of turning out over 2,000 cars a day.

Flooded With Orders.

From the moment the Whippet price-cut was announced, placing the Whippet cars in direct price competition with the lowest-priced cars in the world, the company was flooded with dealer applications from every section of the country seeking the Willys-Overland franchise. As a result the company's dealer organisation during the year was increased by more than 50 per cent., and every indication tends to show that the new year will find a similar dealer growth.

The work of re-designing the Whippet Fours and Sixes was begun a year ago, during which time exhaustive tests and experiments were conducted by the Willys-Overland technical staff, bringing to a point of perfection the exclusive mechanical features incorporated in the new cars.

The body-designing was under the supervision of a man who is recognized as one of the foremost artists in the entire automobile industry, and who is credited with the creating of the present-day style of beauty and sparkling colours adopted by practically every car manufacturer.

Mechanical Excellence.

Throughout the past two and a half years that the original Whippet has been on the market it has established an outstanding reputation for mechanical excellence. The company's decision to add to this mechanical superiority new and larger bodies of a type of beauty that sets a new idea of quality and artistry in the low priced field, places the Whippet models in a distinctly individual class, as were the original Whippets two and a half years ago, because of their advanced features, new to the light-car field.

Shipments of the new Superior Whippet models were begun early in December and found the company's vast dealer organisation in an admirable position to launch into the new year's work.

Willys-Overland's ability to meet every form of competition is seen in the splendid financial position of the company, together with its increased manufacturing facilities, operation of its own body-building plant, extensive installation of time and labour-saving machinery, increased dealer organisation, and

(*Continued at foot of next column*).

FIRE ESCAPES PAYS FOR ITSELF IN THREE DAYS.

An immediate return on capital is a state of affairs highly desired yet rarely achieved, and in this connection the Hull City Police Fire Brigade must be congratulating themselves on their foresight in providing themselves with one of the most modern of fire fighting appliances—the "Leyland" Metz Turntable Escape.

Within a few days of delivery of this escape a disastrous fire broke out in Hull, which destroyed 27 shops and offices and but for the turntable escape, according to the official report, it would have been impossible to turn the flames as they spread along the Paragon Chambers. As it was, the roof caught fire, but the escape enabled the brigade to reach it and play a powerful jet of water on the fire in an effective manner. The escape worked without a fault, and according to the Fire Chief, has proved its worth in a very short time.

To see the apparatus in action, one immediately understands why this "Leyland" appliance has been designated as the "Almost 'Human' Escape." Every movement is mechanically operated but so controlled that under no possible combination of circumstances can the safety limit be exceeded, except by deliberate intervention of the operator in case of emergency. It will extend to 85 feet, revolving and inclining itself, at the same time automatically taking charge of the plumbing of the ladder, if the chassis is on an inclination. Should the ladder strike an obstacle, the immediate and automatic stopping of the ladder prevents further damage.

Similar escapes have recently been put into commission by Manchester, Huddersfield, Bolton, Birkenhead, Birmingham, Dundee, Newport, Wakefield, Wigan and Swansea Fire Brigades.

LUXURY, SPEED AND SAFETY.

In these modern times when everything is and has to be done in a hurry, it is essential that one can travel about quickly and in comfort. In nearly every town the Corporation has changed or is changing from trams to 'buses. The business man going to work, the woman going shopping need safe and speedy transport, and 'bus builders have realised this fact and are all striving to turn out really fine jobs.

In producing its new types of passenger vehicles, Leyland Motors, Ltd., have certainly achieved a combination of speed, safety and luxury. Both the "Tiger" and "Titan," the Company's six-cylinder single and double deck 'buses, are capable of speeds of 50 miles per hour, a speed which can be attained smoothly and silently, in a very short space of time by reason of the flexibility of their six-cylinder engines. Sprung on long chrome vanadium springs and fitted with power operating four-wheel brakes, these vehicles have truly been described by a leading motor journal as: "A revelation of luxury at the cost of an ordinary 'bus fare."

ROUND THE WORLD ON AN AUSTIN "7."

Miss Gladys M. de Havilland, who left England in October on a world tour in a Baby Austin, arrived at Wellington, New Zealand, on January 14 after driving about 5,000 miles across America and having all sorts of excitement on the way. She left England with a friend, Miss Eley, but both contracted influenza in America and Miss Eley was unable to continue. "I am feeling a wee bit lonely," Miss de Havilland confessed on arriving in New Zealand.

In America crowds surrounded the little car every time it stopped and numerous questions were asked as to mileage, performance and so on. The Mojave Desert, 425 miles, was the most difficult part of the trip. After N.Z. Miss Havilland goes to Australia.

many manufacturing economies that have been effected during the expansion period of the past twelve months.

MOTOR MOUNTAINEERING.

The full story of the recent ascent of Table Mountain by an Austin "Seven" makes stirring reading.

Experts were agreed that the task was impossible; and the pressmen who accompanied the expedition described it as "a motoring nightmare."

Mr. Ronald Jones, who piloted the sturdy little British car, is naturally elated that he has thus succeeded in establishing a remarkable all-British record. He is not connected with the motor trade in any way, but is, however, an enthusiastic mountaineer and had often discussed with his friend, Mr. Kenneth Campbell of the Mountain and Alpine Clubs of South Africa, the advisability, desirability, and possibility of a road being constructed to the top of Table Mountain.

More than 20 years before had such a road been mooted. The suggestion, like that of a Channel Tunnel, had evidently been "sat on," but Mr. Jones believed that if he could take a car to the top and have the feat properly observed and recorded, then would the powers-that-be begin to realise that more than a modicum of commonsense lay behind the road suggestion. If one car could conquer the mountain (*although* experts agreed the feat was impossible), then assuredly officialdom might profitably turn its attention to the problem of opening the Mountain to the feet of the world. Up and down the rugged slopes went Jones and Campbell, studying the bridle paths and mule tracks, and finally deciding that, given the right car, the task could be accomplished.

Roland Jones spent much thought upon this question of a car and the final inspiration—he says—came to him in the night—"Why not a Baby Austin." An Austin it was and Mr. Jones only drove the car a week before he started on the memorable ascent.

The climb itself! Who should attempt to describe such a journey? Every foot a fight and every inch a thrill. "A motoring nightmare," says the representative of the *Cape Argus*. "A remarkable feat and such as to command the greatest admiration for this great little car," says the *Natal Witness*.

The lower slopes of the Mountain are of granite rock formation and the Austin had to be skidded over boulders, skirmished round them, driven up planks and over them. There came a gulley to which there was no bridge. The path, too, was not wide enough for the small body of the little car. Mr. Jones performed with a stonemason's hammer, knocking away the sharp edges of the rock until there was just room for the car to pass. The planks were laid across the gulf and the car passed over in triumph. Thrills! Moments when a skid of two inches would have sent the car hurtling to destruction, times when Ronald Jones, in the driver's seat, had the whole peninsula spread out beneath him whilst the back wheels raced for grip. The crossing of Cecilia Gorge accomplished inch by inch whilst the right-hand wheels were actually slipping over the edge, and all the time the camera man, perspiring dreadfully and grimly earnest, races to obtain focus for pictures with a thrill.

It was 6.30 in the morning when a start was made, but it was late in the afternoon before the car turned into the last stretch of the track which presented better going as the summit of the mountain flattened out. Nearly 11 hours' climbing, six miles of rugged mountain paths, half a day's battling against every conceivable difficulty, and yet a combination of grim determination and British engineering won through. Only four gallons of petrol were used on the journey and although the entire climb, excepting the first and last hundred yards, was accomplished on bottom gear, the engine never overheated and the water carried for its possible needs did duty in assuaging the thirst of the party instead.

It is interesting to note that Mr. Jones made the return journey in one hour and 55 minutes. A pressman went to make inspection of the car that he expected to be "almost a wreck." He found that the Austin both started and functioned perfectly and was given the privilege of driving around Capetown's streets in the little veteran that had so gamely made motoring history.

ABERDEEN BUYS 'BUSES.

Aberdonians have a reputation for being hard-headed and for always getting full value for money. It is not surprising, therefore, that when the question of purchasing more 'buses came up for consideration recently, a considerable discussion ensued. In the end a decision by a considerable majority was taken in favour of purchasing Albion vehicles, and 10 32-passenger chassis were ordered.

NOTES FROM GREAT BRITAIN.

An Affront to the Public.

Dealing with Mr. Churchill's attitude towards the deputation that waited on him recently, *The Motor* has this editorial comment:—

"If, in receiving this deputation, Mr. Churchill could not find it possible to be moderately sympathetic, he might have considered the desirability of being tolerably polite even if he could not be reasonably accurate. Motoring, to-day, is not the privilege of a class, for the whole community has to rely upon road transport in one or other of its forms.

"Flouting a deputation representing road transport industries to-day will do neither Mr. Churchill nor the Government any good. In case it may be thought that those constituting the deputation were merely representatives of private motoring institutions, we would point out that in addition to the well-known motoring organizations there were representatives of all sections of the motor industry and allied trades present, as well as omnibus associations, commercial motor users, in fact, every branch of road transport in its widest sense. Actually, the deputation represented not only users of privately owned motor vehicles, but those other associations and federations which are concerned in conserving the business of road travel and the transport of goods and food to the doors of the people.

"It was, therefore, representing the community generally, and that being so it was to the public as a whole that Mr. Churchill's vitriolic reply applied and to whom his deliberate and calculated affront was directed."

Encouraging the Development of Alternative Fuels.

To avoid users of road transport being left at the mercy of the petrol combines it is essential that every possible source of satisfactory alternative fuel should receive the most careful investigation and encouragement.

Perhaps the most promising development, says *The Commercial Motor*, is that of the low temperature carbonization of coal, by which large quantities of heavy oil and petrol are likely to be obtained if the processes be eventually carried out on a really important scale, and particularly if the refineries be situated close to the pitheads, so that transport charges on the coal can be rendered negligible.

Heavy oil does not at present interest the commercial-vehicle operator to any considerable extent, but it is likely to do so in the near future if heavy-oil engines be adopted on many vehicles.

Cutting Road Transport Rates.

At the present juncture of events, when the road-transport industry is striving against many adverse factors, of which the most important are the reductions in railway fares, in the rates charged for goods and raw material conveyed by rail, greatly increased taxation (both of vehicles and fuel) and, finally, the recent increase in the price of fuel itself, there is a great temptation for the operator to cut his own rates below what may be termed the economic figure. There need be no serious objection to a slight reduction in profits, states *The Commercial Motor*, but we would warn users most seriously against any further cutting than is entailed by this.

Nothing but harm can result from running vehicles at prices which are not only unremunerative but actually involve dipping into reserves, reducing the amount normally put by for depreciation and effecting such, so-called, economies as running tyres beyond their proper life, utilizing cheaper fuels and oils, and keeping to a minimum the attention given to chassis and bodies.

The Perfect Motorist.

Miss Victoria Worsley, one of the most experienced women motor drivers, writing in *The Light Car and Cyclecar*, says she is of the opinion that the perfect motorist should be one who has graduated from the ranks; one who has, on a big main road, ridden a cycle and a motor-cycle, driven a lorry, driven a farm cart, led a restive horse on tarmac, driven pigs along and taken children for a walk—certainly a wide experience. She feels that those who have practised these trying arts before becoming motorists can get more amusement and incident out of a long run than out of many novels, movies or plays.

Lighting Confusion.

A contributor to *Motor Cycling* considers "that illuminated roadside advertising ought to be restricted by law. Some of the signs that one sees are highly confusing, and so much so, in some circumstances, that they might induce the inexperienced rider to run off the road altogether.

Advertisers should not be permitted to make capital out of the needs of travellers by night; there would be a fine fuss if some of them started laying down illuminated buoys up the Thames Estuary, and there would be a mighty confusion of shipping. The road should be no less sacred. I cannot see, either, that the glare put out by some of the filling stations is likely to increase their trade, and that matter, too, might have the attention of the authorities."

Grass-track Racing.

There is much to be said in favour of grass-track racing, says *Motor Cycling*, both from the point of view of the competitor, the spectator and also the manufacturer. At least one motor-cycle maker is known to have expressed regret that a grass-track boom did not take the place of the present craze for cinder racing, on the grounds that all the lessons of grass-track racing tend to improve the machine for ordinary everyday use, whereas dirt tracks obviously develop somewhat freakish and specialized designs. For this very reason the average clubman finds it much easier and cheaper to ride on the grass than on the cinders, since his ordinary sports model should prove extremely suitable for the former type of event and would probably be quite useless on a dirt track.

As a spectacle grass racing may not be so thrilling as the "speedway," but it is essentially a daylight and week-end sport, and as such provides amusement for many enthusiasts under healthy and pleasant conditions in the open air.

ALBIONS IN NEW ZEALAND

Albions have always been among the most popular British commercial vehicles Overseas, and have always been in great favour in New Zealand, where they are used not only by a large number of Government Departments, but also by many well-known business firms. A repeat order for a two-ton vehicle has just been received from the State Coal Department of Christchurch, who purchased their first Albion at the beginning of last year.

One of the latest additions to the list of Albion users in Wellington is the Gear Meat Preserving & Freezing Co., one of the biggest cold storage and freezing companies in New Zealand. Until recently all the cartage work of this firm was done by contract, and this is the first occasion on which they have purchased a motor lorry of their own. Several makes were considered, but the company decided in favour of an Albion three-tonner.

ROUND AUSTRALIA ON A MOTOR CYCLE.

SINGLE-CYLINDER MACHINE'S FINE PERFORMANCE.

For the first time in history, a single-cylinder motor cycle has been ridden right round the Continent of Australia under its own power. The driver was an amateur, Mr. Geoffrey Munro, of Sydney, and only those who know the terrible conditions which had to be faced can have any idea of the hardships which had to be overcome during this 9,000 mile ride.

On an All-British Ariel Motor Cycle, the route was Brisbane, Cloncurry, Camooweal, Newcastle Water, Darwin, Broome, Marble Bar, Perth, Adelaide, Melbourne, and back to Sydney. Many and varied were Munro's adventures.

From Sydney to Brisbane the going was fairly good, but after leaving Brisbane, 450 miles of the dreaded "black soil" country, which is generally admitted to be impassible after rain, had to be traversed. When Munro struck it, rain had been falling steadily for 14 days and it continued to teem down during the whole fortnight he struggled and fought the mud. A crash necessitated a week in hospital, and immediately afterwards more difficulties arose.

The country was very cut up owing to carting operations, and for mile after mile the machine had to run in a blinding cloud of alkali dust, and yet it never faltered. The stretch on to Darwin was in terrible condition and twice Munro got lost on the barren plains, which stretch away as far as the eye can see, with no sign of human life or vegetation to break their monotony.

Skidded Into a Tree.

Hardly was the intrepid rider out of hospital again, as a result of a skid into a tree, than he was down again with malaria: but disregarding his physical disabilities, he pushed on to Darwin, where he was forced to remain for five weeks as a result of malaria. When he had shaken the fever off he set out again, and had to face the worst conditions experienced during the journey.

Deep sand, through which cars cannot proceed without being towed by mule teams, had to be fought for many weary miles, while the going through the Kimberleys was exceedingly rough. In addition, the Fitzroy River had to be forded, which the Ariel, for which no replacements whatever had been necessary, did under its own power. Near Broome, misfortune once more overtook him.

A crash pinned him beneath the machine and his leg was badly burnt, which meant, another week in hospital. Immediately he was fit again he set off for Perth, and during the trip through Western Australia he found the R.A.C. sign posts of the greatest imaginable use.

The Ariel, which was the first 1929 model landed in Sydney, behaved in the most marvellous manner throughout the journey. Apart from the rider, 7½ gallons of petrol, 1½ gallons of oil, 1½ gallons of water and a very heavy kit of blankets, clothes, food, etc., were carried, and yet no mechanical trouble of any sort was experienced. If any fault had developed in many of the sections traversed it would, in all probability, have meant death from lack of food and water, as great tracts were crossed hundreds of miles from human habitation and entirely without water.

That such an adventurous journey was successfully accomplished reflects the greatest credit on Munro's grit and endurance, and speaks volumes for the fine construction and sturdy reliability of the standard Ariel machine.

BRITISH CARS FOR CRIME DETECTION.

The wonderful achievements of Scotland Yard in the prevention of crime and the apprehension of criminals, are world-famous and in this connection the employment of the celebrated Flying Squad has proved of the greatest success.

It is therefore interesting to learn that the work of that Squad is to be even more speeded up by the further employment of new high-powered British cars.

MOTOR NOTES.

BRITISH MOTOR TRANSPORT.

The annals of history and fiction contain many instances of the pioneering work successfully carried out in every part of the world by members of the British race, often in face of tremendous difficulties and against overwhelming odds. Many stirring tales have been woven round the exploits of men like Captain Cook and David Livingstone and the world has time and time again been thrilled in learning of the intrepid manner in which the sons of Britain have won through.

There are some who would believe that with the advent of the later centuries this spirit of adventure no longer exists, but there is not lacking abundant proof to show that this is by no means the case.

"Something attempted, something done" is as descriptive a British motto now as it ever was, and in every avocation there are those who are striking fresh trails and reaching heights of achievement hitherto undreamed of. In former times the intrepid adventurer set out on a prancing steed, now the no less intrepid pioneer chooses as his "mount" the motor vehicle.

British Lorries.

Among the amenities of civilisation Motor Transport has in a comparatively short time become of vital necessity. The value of the motor vehicle as an essential factor to the economic and social life and progress of the world in general is constantly being proved.

Despite almost insuperable obstacles the British-made car, lorry and passenger-carrying vehicle has through its sterling qualities secured a foremost place in the motor markets of the world, but perhaps the most convincing proof of the supremacy of British design and workmanship is to be found in the ability of machines to undertake journeys amongst surroundings, and under conditions for which no special provision could be made when the vehicles were designed and manufactured.

After all it is a matter for little congratulation for any motor vehicle to give service where adequate roads exist, but the test comes when vehicles designed for ordinary service are required to undertake excursions into areas where formerly no transport facilities existed or where at the best animal transport formed the only means of communication.

It was demonstrated in the War that British vehicles could undertake any difficulties successfully, and could be relied upon to go anywhere in face of whatever obstacles might exist.

No longer can it be urged that British motor vehicles are unsuited for Overseas requirements, in view of the proof from every part of the Empire that ordinary standard British production vehicles can undertake, without any mechanical trouble, journeys that in many cases have never before been attempted.

ARE MOTORISTS FAIR?

OR ARE PEDESTRIANS GREEDY?

There are some motorists (fortunately they are in the minority) who regard pedestrians as a hindrance and a menace, indeed that really they should not be allowed on the roads at all!

I wonder (says a writer in a London paper) how many of those people realise that a large percentage of pedestrians to-day are motorists, although their cars are "resting," while many of the rest, owing to their constant use of omnibuses and charabancs, are becoming motor-minded.

All of which is leading up to the fact that I was discussing this week with some motoring friends the problem of the pedestrian on country roads where there is no footpath.

Two of my friends said it was immaterial whether people walked with the traffic, i.e., on the left-hand side of the road; "it is up to them to keep their eyes open for both lines of traffic." But is it really up to the unfortunate pedestrian? Can he be expected to know of a car overtaking him round a bend, or overtaking another vehicle, and then swerving in to avoid oncoming traffic?

It seems to me that the only safe way to walk along a country road is on the extreme right: then one can see all traffic approaching one and be clear of any that is overtaking. It has long been the custom to lead horses on that side, and I can see nothing against people following suit. Now, then, you motoring pedestrians, keep to the right and made the motorists' task a little less hazardous.

Cities and the larger towns present a far different problem; fortunately cases of people being knocked down while walking along the pavement are comparatively few, but in every town (especially in the north of England) there is the menace of the dawdler. But until it is made compulsory to cross the road only at certain points the difficulty cannot be overcome.

I think one aspect of American traffic conditions would put an end to dawdling—"jay walking" they call it over there. In America these people are arrested for dawdling in the road, or crossing streets other than at the appointed places.

I have been driving recently in the North, and I have never seen so many people wandering aimlessly in the streets, neither looking nor caring what vehicles were coming.

I always crawl through towns, but in places like Burnley, Manchester, Bury, Middlesbrough, Thirsk, Stockton, I had to drive at walking pace, and in the first-named I had to stop more than once for men who refused to get out of the way until I pulled up, and hurled epithets at me when I sounded my horn.

It was in Middlesbrough, too, that a policeman had to take two dawdlers by the arm and push them on the pavement so that I could continue my crawl!

ADDITION TO THE CROSSLEY RANGE.

Crossley Motors, Ltd., have just made an interesting addition to the range of 15.7 h.p. six-cylinder models. This is a "popular" Coachbuilt Saloon very much on the lines of the de Luxe Saloon. Exactly the same outstanding performance for which the 15.7 Crossley Six is justly famous. The only difference, externally, is the fact that steel wheels are fitted in place of the wire wheels which are standard on the de Luxe model.

This "popular" model will be finished in Crossley blue or maroon, cellulose. The interior is in best English leather. There is ample room for five. Four wide doors. One-piece screen with wide range of adjustment. Floor covered with carpet. Roof ventilator. Drop windows. One-piece front seat with adjustment for leg room and also an adjustable back for individual requirements.

The interior finish leaves nothing to be desired and the whole job is of the highest quality in every way and in conformity with the usual Crossley practice.

Equipment includes: Dipping headlight reflectors, petrol gauge on dash, electric horn, carpets, shock absorbers, illuminated instrument board, luggage carrier, spare wheel with tyre, etc.

This rather startling departure on the part of Crossleys is due to the fact that they believe there is a wide public desiring a cheaper quality six and they are determined to market a car to fill the bill without sacrificing any of the quality for which Crossley cars are noted.

A de Luxe Coachbuilt Saloon will be sold alongside the "Popular" model, and the increasing demand for this particular car indicates a still more successful future for it.

"STILL GOING STRONG."

Leyland Motors, Ltd., are well known for their wonderful service system by means of which users of their vehicles can be supplied with new parts at a moment's notice for any type of vehicle.

In the commercial vehicle world it is generally recognised that such service means exceptionally long life and the universally high second hand value of Leyland vehicles is generally attributed to this service almost as much as to the high standard set in manufacturing. In this connection an interesting photograph appeared recently in one of the motor trade journals of a Leyland machine over 17 years old with 340,000 miles to its credit, and still doing its 300 miles per week, which is truly a very good performance.

MOTORING LAWS.

ENFORCED IN ARBITRARY MANNER.

ROAD MARKING SYSTEM REQUIRED.

We are in some respects a most remarkable nation, writes Admiral Sir Reginald Bacon in the *Evening Standard*. We are ultra conservative; so much so that we even pride ourselves on our failures. Take, for instance, war. It is our proud boast that we muddle every war at the start, but in the end we pull through.

So it is with the problem of motor traffic. True it is that no longer cars are preceded by a man with a red flag, but they are still obstructed by the twenty-mile speed limit. Not only is this obstruction wanton: it leads to accidents, and incidentally, to contempt for the law of the land.

Let us visit a County Bench. Here you will find as many as forty summonses for exceeding the twenty-mile speed limit being dealt with, and fines of from two to five pounds being inflicted. The court is over, the magistrates depart, and those who live at any distance drive their cars, or are driven, at any speed from thirty to fifty miles an hour.

Should you ask one of the Justices how he can reconcile his conscience to fining people for committing the same offence that he commits daily, he will say: "Oh, yes! But I only drive fast at places which are not dangerous.

Untested Traps.

How many magistrates take the trouble to drive over the trap and test for themselves whether it is dangerous at the speeds the police summon for? Very few. When tackled they say: "The offence summoned for is exceeding the speed limit, not dangerous driving."

To remind them that they punish for dangerous driving is merely to provoke a shrug of the shoulders.

Oh, we are a wonderful nation!

The twenty-mile speed limit is doing for us what the Volstead Act is doing for America, namely, encouraging contempt of the law. Just as ten-mile speed notices teach drivers to disregard all road signs, so the twenty-mile limit teaches the nation to disregard its laws.

This, however, is not all. The fact of having a legal speed limit prevents a rational system of road marking being adopted. It is impossible now to mark a corner, say, as being safe for the average car at a speed of thirty miles an hour, because to do so would be to encourage lawbreaking. The net result, therefore, is that the motorist is left to find out what that speed is by experiment; the result, especially with a corner of increasing twist, may be extremely unsatisfactory.

What is really wanted is a system of road marking which will give to a motorist the information he requires, and which he will have sufficient confidence in to pay attention to and profit by.

I have driven a good deal in Scotland and passed through a large number of villages with the ten-mile speed limit. In hardly any case would a speed of twenty miles be dangerous at any part of the village. The result was that I passed no motor vehicle which was going less than twenty miles an hour, very few less than twenty-five miles per hour and some going thirty and over. The motor 'buses, which presumably passed through daily, all were going at a speed close on twenty-five miles per hour.

Maximum Safe Speeds.

Obviously no attention was being paid to the enforcement of the limit. Why, then, have it?

The Home Secretary has said that the objection to abolishing the twenty mile speed limit is that motorists would feel themselves at liberty to run at any speed they liked. This statement shows that this usually alert Minister is entirely out of touch with motoring. There are only four speeds for the motorist.

(1) A caution speed of anything from twenty miles, down to stopped, according to the traffic and dangerous nature of the locality.

(2) A country lane and cross-road speed. This speed should not exceed that at which the car can be brought up within the distance that the road can be seen ahead; or, in the case of cross-roads, the distance along the cross-roads that can be seen.

(3) A speed at corners at which the car can comfortably be kept between the white line and the kerb.

(4) Any speed along a straight road that does not overdrive the car.

Now, assuming these speeds, how can the motorist be helped? For it is by helping the motorist, and not by fining him, that accidents will be reduced.

(*Continued on next Column*).

TWO HANDS ARE NOT ENOUGH!

THE SIGNALLING PROBLEM.

Hand Signalling would meet every requirement of the motorist if he had three hands and if it never grew dark.

It is when you have to steer with one hand, change gear with the other, and at the same time indicate to the policeman which way you want to go, that you realise that two hands are not enough.

And after dark you realise how futile it is to thrust out a hand which cannot be seen.

Again it is often inconvenient to open windows and thrust out hands in wet weather—it is neither convenient for the driver nor the passengers—especially in saloons.

Hand-signalling certainly does not meet every case—motorists need something more, something definite—they need a simple, reliable direction indicator, which will function on the instant and never give cause for complaint.

The B. & S. *Everyway Indicator* is definite in action, simple and durable in construction, and sold at a price consistent with common sense. It has been approved by the Hong Kong police, who have warned owners of near-side-drive cars that some form of mechanical signal must be fitted.

The first essential is to abolish all speed limits, then have a Road Marking Board of practical motorists. The Government must, of course, be represented on it, also the A.A. or R.A.C., and the County Council of the particular district in which they may operate.

It should be a committee, say, of six.

Having settled on a system of marking which will convey the maximum amount of information to motorists in ample time for them to profit by it, they should then visit every bend and corner in the Kingdom and, with the assistance of the local County Council member, mark them, and forward to the County Council any recommendations that they may consider necessary to render them as safe as reasonably possible.

The markings of corners and cross roads should be at least three hundred yards each side of the corner. They might well be marked with the maximum safe speed that the average weight car should approach at. This will give all cars valuable information which will be of use to them.

At cross-roads, one road should be selected as the main road, and the other marked with a special caution, making the car using it responsible that the other road was clear before turning into it.

All dangerous cross-roads should have the junction enlarged, and marked with white curves, and be of sufficient size for two cars to pass down the centre while a car is turning into the road from the side. There would, of course, be other markings which it is needless here to go into.

"Cutting-in" will always be a danger.

The Wobbling Driver.

One of the curses of the road is the timid driver who wobbles and continually grouses after a drive. To him, every one who passes his car is a "road hog," and every one who passes him with a car in sight ahead is guilty of "cutting-in." It is the feeble, nervous driver that makes reports of dangerous driving by drivers of other cars always a matter of doubt to a Bench.

A word as regards penalties.

A report by a driver of repute of "cutting-in" should be good matter for a fine. But the inherent dislike of Englishmen to peach will lead to very few of such reports.

Corners should be watched, and any car driving over the white line should, without the slightest doubt, be fined. This is much better than any arbitrary speed limit.

Every summons should be for dangerous driving, and the magnitude of the offence should govern the penalty. Suspension of licences for bad or careless driving, say, for periods of three months or so, and until the offender has obtained a certificate from a recognized school or garage that he has been instructed, examined and passed, should do away with much bad driving, and, at the same time, weed out the blind, deaf and constitutionally incompetent.

We have a Minister of Transport who possesses the quality, rare among Government administrators, of common sense. Now is the time for him to develop another great quality—that of imagination. If he will only grasp this nettle firmly, abolish speed limits, institute an advisory Road Marking Board, and put road marking on a proper basis, not only will he reduce accidents, but, incidentally, he will earn the gratitude of hundreds of thousands of motorists, strengthen the law-abiding instincts of the community, and, in addition, attain the main object of four-fifths of our annual legislation, namely the bringing in of a good crop of votes to the Unionist Party at the General Election.

FROM LORRY TO MOTOR-BOAT.

The following extracts are from a letter received by the Albion Motor Car Co. from Mr. Roy Morris, of Cortez Island P.O., British Columbia.

"I have a 16 h.p. Albion engine, No. 108D, installed in a 32-ft. gill-netting salmon trolling and general work boat. The success of its performance is unequalled even by the best of marine engines on this coast. . . .

"Anyone living on this coast needs besides a good boat, a reliable engine, which I have found in the Albion, even under marine conditions. There was a good deal of scoffing from many at first, but this, as time goes on has given place to open praise, and new uses are being found for supposedly worn-out Albions. . . .

"There are several features which are outstanding and specially adaptable to marine uses, namely, strong and heavily built timing gears (a fault with most engines); perfect oiling system (another fault with 90 per cent. of most engines); no chance of water getting into the cylinders in case of gasket blowing through (a general failing with most marine engines out here); compact, yet excellent material; well balanced in cranks, will slow down to trolling speed and pick up instantaneously. In fact, if I was getting another engine to-morrow, it would be the Albion. . . .

"Where should I be able to get minor parts should the occasion occur? How old is my engine?"

The fact that the engine referred to was fitted to a 1910 Albion 25-cwt. chassis, shipped to Vancouver is further remarkable proof of the high quality of Albion products. The Albion Company are, of course, in a position to supply spare parts for the engine in question, as it is their policy to maintain a spare parts service for even their oldest vehicles.

COLONIAL TREASURER CROSS-EXAMINED.

SATISFIED THAT YEO CHEQUES WERE FORGERIES.

GOVERNMENT AS AN "ORDINARY CUSTOMER."

YESTERDAY'S SUPREME COURT PROCEEDINGS.

The Colonial Treasurer, Mr. C. McI. Messer, gave evidence during yesterday's hearing of the case in which the Government is suing the Hong Kong and Shanghai Bank for the re-crediting of the sum of over $260,000, the money involved in the Yeo frauds.

Owing to the difficulty of the Jury hearing Mr. McI. Messer, His Lordship occupied a seat next to his throne and the Colonial Treasurer gave his evidence on the opposite side of the Court to the witness-box. As a consequence, the Press were accommodated below the Jury.

Even so, it was most difficult to catch the replies of Mr. Messer, and our reporter had to rely largely upon lip-reading.

During the afternoon sitting, the fans failed. Then the lights went out for a few seconds and the sound of electric bells being rung frantically outside the Court indicated that the lifts had also failed.

His Lordship, Counsel, Jury, and witness breathed a sigh of relief when the Court adjourned.

ANOTHER ADJOURNMENT ORDERED.

Mr. Messer said that Praya East Account cheques were made out by Mr. Barton who signed them first and then sent them to witness for signature. Mr. Black had nothing to with them.

"No Argument."

The counterfoils of the cheque books, from which the 60 cheques were extracted, were handed to Mr. Messer, who said that the shortage was first brought to his notice on January 18, 1928. He instructed Mr. Black to go to the Hong Kong Bank, get the cheques, and not to enter into any argument or discussion.

Witness also asked the assistant auditor, Mr. Dallin, to go to the Bank as it was the custom to send an auditor when anything was wrong.

About ten days before the end of the year 1927, just after an order had been given to the Bank for 200 cheques, 400 cheques were received. Tsang On Wing spoke to witness in the main office, saying that the Bank had sent 400 cheques instead of 200, and added "We are 60 short" or words to that effect. "I took it to mean that he only required 60 more cheques." Witness said he replied that as the Bank had sent the book, it did not matter.

Not Tsang's Writing.

Mr. Sheldon: When he said he was 60 cheques short, or used words to that effect, did you gather that he meant by those words that 60 cheques were missing from the cheque-book?—Not at all.

Therefore, I suppose, you did not gather that the 60 cheques had been extracted?—I had no idea of that.

The stubs of the cheque books were brought to witness's office by Mr. Black, when he came back from the Bank. When witness saw the disputed cheques he immediately formed the opinion that the handwriting in the bodies of the cheques was not that of Tsang On Wing.

When Mr. Proctor, a member of of the Bank's staff, visited witness's office and brought the three disputed cheques with him they did not have much conversation. He remembered saying, "the signature was a darn sight too neat for me and I must have had a very steady hand."

Wrong Figures.

Mr. Sheldon: Did you have any doubt that the signature was a forged signature?—No doubt at all.

Was it clear to Mr. Proctor at the end of that interview that you had no doubt?—It must have been.

So that, whatever the remainder of the Hong Kong Bank thought on January 19, it was clear that Mr. Proctor knew that you had repudiated that signature before that letter was written?—It should have been clear.

Was there any conversation about the possibility of the cheques having been obtained by a trick?—I believe there was.

Anything definite?—No, nothing definite.

Names of Payees.

On January 19, Mr. Grayburn rang witness up on the telephone and the following conversation took place, said Mr. Messer. Mr. Grayburn said: "What about those cheques, the signatures are genuine." Witness replied "They are not." Mr. Grayburn: "At any rate Mr. Black in our office said that was his signature." Witness replied: "Mr. Black says it is not" and rang off.

Unshaken Conviction.

Mr. Messer affirmed in reply to Mr. Sheldon, that he was convinced that the disputed cheques were forged the first time he set his eyes upon them. That conviction had remained unshaken throughout.

Witness said he had always found Mr. Black competent and dutiful, and his services were satisfactory.

Tsang On Wing joined the Treasury in August, 1920, on transferment from the Imports and Exports Office. He had performed his duties to witness' entire satisfaction.

Referring to what Mr. Sheldon termed the "contractual relations" between the Treasury and the Hong Kong and Shanghai Bank, witness said he was not aware of any contract between them in regard to the custody of the cheques, or of any contract to the effect that cheques issued by the Bank to the Treasury should not be allowed to get into the hands of strangers. Nor had he heard of any contract which made it a condition that the cheque books be kept in the safe when not in use. The contractual relations were the ordinary relations between a banker and customer.

Cheques on the Treasury were prepared by Tsang On Wing and his assistant, and witness had no occasion to find fault with the manner in which they were prepared.

Quite a number of people had access to the safe during office hours. During the tiffin interval, the cheques were returned to the safe, and he considered that they were in good custody with the presence of an Indian guard and another person in the office during that hour.

More Suppositions.

After the tiffin adjournment, Mr. Messer was again cross-examined by Mr. Jenkin. He admitted that there was a genuine cheque written hurriedly by Tsang, which was not in his usual neat handwriting.

Mr. Jenkin: Apart from the legal aspect of the case, do you recognise any obligation on the part of the Treasury due to the Hong Kong Bank with regard to the cheque books issued?—They send in their notes which I countersign "On Government Service."

But do you recognise any due obligation?—I regard myself under no special obligation, only the ordinary thing between customer and bank.

Suppose the Treasury was rifled overnight and the only thing extracted was the current reserve book from the safe?—I should probably inform the bank but I should not put it as an obligation. If I found it out I should certainly let the bank know.

Why?—To assist them in case any cheques went astray.

To assist them in what manner?—To stop cheques in order to prevent fraud being carried out.

"Mutual Duties."

If such an accident occurred, would it not occur to you at once that there was high probability of those cheques being put to an improper use?—Of course, if they were the only things extracted from the safe.

I put it to you that if that occurred to your mind, that would be the main incentive for your communicating with the bank?—To stop fraud, exactly.

There is a mutual duty in those circumstances between Bank and customer?—I would not call it a duty or an obligation, but to inform the bank would be a natural thing to do.

You could not conceive that any properly-minded man would fail to acquaint his bank with the loss of cheques?—If the books had been stolen, he should inform them.

You will agree that any customer, if he acted correctly and properly, would take that course?—Certainly.

You do not doubt that it would be the duty of a customer to take that course any time such circumstances arose?—What is duty? It would be a common act of courtesy.

His Lordship: Is this a question of law?

Mr. Jenkin: Yes, My Lord; it arises out of the relationship between bank and customer and is the implied duty under terms of contract.

(To witness): It would be within your contemplation that you should inform the bank?—Not as a legal contract, but I should do it if I thought the cheques had been abstracted for fraudulent purposes.

So you will agree with me that in the case of cheques being surreptitiously extracted from a cheque book in Treasury custody, like action would be taken by you?—If I knew they had been extracted.

The same afternoon?—If I found they had been improperly extracted, yes.

Previous Letters.

Is the duty of looking after the cheque books left entirely to Tsang?—Under Mr. Black. I would not interfere unless for some special reason.

You are the head of the department; did he have that duty?—Yes.

As one of your deputies, would it not have been his duty, if he discovered that cheques had been extracted, to refer the matter to you?—To Mr. Black. That is, if he thought they had been wrongly extracted.

Should such a report have been made by Mr. Black?—If there had been appearance of cheques having been extracted in improper circumstances.

On previous occasions, there had been letters and telephone messages between the bank and your department with regard to the propriety of honouring cheques—Yes, but they referred to cheques which had been issued correctly. The payees had neglected to cash them and they were "stale."

These messages from the bank were issued because there exists a mutual understanding to protect each other's interests?—Yes, to protect their interests as well as mine.

The state of affairs—mutual intercommunication between the Treasury and the bank—has been in existence for many years?—For 29 years.

Underlying that course of action has been the safeguarding of both parties?—Certainly; if we can help them, we do so, and if they can give us assistance they do.

Departmental Order.

On the day of the discovery that cheques had been used improperly you issued a departmental order with regard to cheque books?—Yes.

Does it read to this effect: "Government cheque books must, in future, be issued daily and returned daily to the cashier or accountant who will examine them with regard to audit numbers and see they are locked up when not in use"?—Yes; the audit numbers are really the serial numbers.

And the Cashier, by examining these numbers, can see that no cheques have been improperly extracted?—Yes. They would be locked up during the tiffin hour.

It came as a surprise to you to find that for some time previous to the loss of the cheques, the cheque books had been left lying about?—Not as a surprise, because I had seen them.

You know of it?—But I took no notice.

I repeat, you knew of it?—Yes.

And took no action?—No.

Why, then, was the departmental order issued?—Because I did not know who would go into my office.

Why was it issued—to prevent forgery?—To prevent any further occurrences such as was discovered on the previous day.

I asked whether it was to prevent forgery. Your answer means the same thing?—Yes.

The order has been followed from then until to-day?—Yes, as far as I know.

Not Kept in Safe.

Is the safe locked during the tiffin interval?—No.

The cheque books are kept in the safe?—No, in the drawer of a desk of which Mr. Black and I have the key.

That changed routine will also be for the protection of the bank as well as yourself?—For the prevention of fraud.

You regard it as your duty to prevent fraud whenever you can?—Certainly. It is every man's duty.

The duty of all reasonable men?—Yes.

What did you do when you received a new book from the bank?—I looked at the receipt but did not look at every individual cheque in the book.

If you had a book in front of you for three days and the numerals on the cover were altered, would it arouse suspicions in your mind?—If I noticed it, but I do not know because I have never had a case.

If the numerals on the cover of the book before you had been altered to a broken hundred and you recollected having acknowledged the receipt of 600 cheques, would the broken hundred cause your suspicions to be increase?—It is hard to say.

If the book was a month old and had been constantly before you and you noticed that the numbers had been altered, that would increase your suspicion?—Yes.

Tsang speaks to you several times a day?—Yes.

His assistant, Teung, has access to you?—Less than Tsang. Mr. Tsang can come into my office at any time. There is nothing to stop him in the proper performance of his duties.

You would stop at his desk and talk to him about his duties?—To see what he was doing.

"Chinese Mentality."

You have thought a lot about this case?—Yes.

Can you advance any rational theory or explanation as to why Tsang did not, on numerous opportunities, when you were present in his company communicate the occurrence to you?—He did.

Did he ever bring the book to you with the altered numbers on it?—No.

Did he ever tell you that he had a book which contained only 570 cheques?—No.

Although he had received that book on November 2 he said nothing to you about it until only ten days before the end of December?—Yes.

He speaks good English?—Yes.

You never misunderstand him at all?—His English would not be as good as that of an educated Englishman.

But it is of sufficiently high standard to permit his bringing me a book within, say, two days, of its being altered and acquainting me of the fact?—If he realised it had been altered.

Can you give me a rational reason why he did not communicate to you the loss of the cheques?—It is very hard to give a reason, but I suppose he never thought it was of sufficient importance.

Not of sufficient importance?—It is a matter of Chinese mentality. It is very hard to say what a Chinese brain thinks.

Would Have Told Bank.

If he had communicated the loss to you, you would have reported it to the bank?—If there was any doubt about the way the loss occurred.

There is no doubt now that the cheques were lost?—No.

His Lordship: If you had been told on December 2 that the cheques had been lost, you would have mentioned it to the bank? That the cheques had been extracted from the book, I mean?

Witness: Yes.

Mr. Jenkin: I suggest that if a report had been made in the first place, it would have shown what occurred and would prevent like circumstances in the future?—Probably.

You had that order typed on January 18, 1928. You would have had it typed on December 2 had you known?—I can't say.

What do you mean?—I probably would have done.

His Lordship: I think that is a difficult question to answer. The conditions were not the same. You must remember, Mr. Jenkin, that on December 2 things were different. The cheques had been forged by January 18.

Counsel: You understood the word "short" as used by Tsang to mean that 60 cheques were needed to complete the year?—That is what I understood.

Tsang volunteered absolutely nothing to you at all?—No.

On his return from the bank, Mr. Black reported what he had discovered?—Yes.

Did you institute any inquiries to find the means by which the serial numbers had been altered?—No.

Did Mr. Black say anything about 30 cheques being missing?—I can't remember.

Did he make any report about the cheques?—I can't say.

When did you first learn that there were a number of cheques missing?—From the stubs.

Mr. Black's Silence.

Did Mr. Tsang maintain that two books were sent from the bank with 30 cheques missing from each?—Yes.

And that was the first time you heard the allegation?—Yes.

After the shortage was discovered?—Yes.

Mr. King came along shortly afterwards?—Some little time after.

Throughout the happenings in your room, the only thing you recollect Tsang saying was that the handwriting on the cheque was not his?—Yes. That was one of the things I remember. It was in his mind that two books had been sent short from the bank.

Apart from the constant contact he had with you from day to day, from December 22 onward, there were obvious opportunities of making known his discovery to you?—Yes, I suppose so.

I cross-examined Mr. Black as to why he maintained silence when he went to the bank and one reason he gave was that he did not want to be inveigled into a discussion with the people at the bank. He said you gave him strict instructions to maintain silence at the bank. You have not stated that in Court?—No.

Nor did Mr. Black tell us why he received such instructions?—No.

You expected him to say nothing about the handwriting at the bank?—My instructions would not admit discussion. When he came back he said they tried to force him to talk about the matter. If he carried out my instructions, he would have said nothing.

You understood that anything he said was the result of being practically forced out of him?—Yes.

Did he tell you that he had been forced to speak but would admit nothing?—He did not admit it. He said they asked, "Is not that your own signature?"

Is that all?—That is all I recollect.

Your relations with the officials of the bank up to this occurrence had always been friendly?—Perfectly.

At this stage, the hearing was adjourned until this morning.

KWANGTUNG'S APPEAL FOR PEACE.

A MESSAGE TO WONG SHIU HUNG.

SUFFERING THAT WAR WILL INVOLVE.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 30.

General Wong Shiu Hung and the other Kwangsi leaders are maintaining an evasive and equivocal attitude over the question of submission to the Central Government. According to the latest reports, however, Kwangsi has no intention of fighting Kwangtung and it is also said that Wuchow is very inadequately protected and in no condition to resist an attack from Chen Ming Shu's troops concentrated near the border.

The Kwangtung leaders have sent the following final appeal in the hope of maintaining peace:—

"To General Wong Shiu Hung, Colonels Wong Koak Cho, Wu Ting Yang, Lui Woon Im, Wong Fun Ting, the Wuchow Garrison Commander, Colonel Kung Kit Yuen, and others:

"Great sacrifices have been made ever since the Kuomintang launched the Northern Expedition for the unification of China. Unless the country is united, there can be no reconstruction. And without reconstruction, the Nationalist Movement will lose its primary aim and significance. When the Wuhan trouble started, the country was again plunged into disorder. But who were right and who were wrong has now been made plain and clear to the world.

"The Two Kwangs have suffered turmoil and chaos for years, but are now enjoying peace and beginning to recover. Rehabilitation and reconstruction have been the watchword of the new era, but most of the plans for improvements have not as yet been realized and it is the duty of those in power to see that there is no return to past conditions. Should another war break out the people will suffer terribly again, and it is with this eventuality in mind that General Cheng Ming Shu and General Chen Tsai Tong have been labouring ceaselessly for the past twenty days, to preserve peace throughout China in general and between Kwangsi and Kwangtung in particular.

"Kwangtung has been most liberal towards Kwangsi, and has made every effort to maintain peace and friendship in the hope that General Wong Shiu Hung would declare his attitude in unequivocal terms respecting the present situation. But so far the hopes of Kwangtung have not been realized and Wong Shiu Hung has failed to make his position clear.

"The time is now critical. War clouds are looming overhead. If you wish to carry on with your reconstruction work of the past few years, you must decide now at once where you stand. It is earnestly hoped that General Wong Shiu Hung will at once send a circular telegram, acknowledging obedience to the Central Government. This will remove obstacles to the unification of the country and put an end to the approaching war. You are requested to ponder over this and favour us with an immediate reply.

"(Signed) Chiang Kwong Nai, Tang Yin Wah, Chen Chak, Yu Han Mow, Heung Hon Ping, Chen Chang Po, Wan Ying Kiu, Li Mo Tze, Chen Wai Yuen, Tui Kit, Tsoi Ting Kai, Chang Wai Cheung, and Cheng Hing Wan."

WONG SHIU HUNG'S CIRCULAR.

Meanwhile General Wong Shiu Hung has sent a circular message to the troops under his command and to the people of Kwangsi, setting forth his desire to preserve peace and friendship with Kwangtung. The following is a full translation of the message:—

"Marshal Li Tsai Hsin was arrested needlessly and without reason while attending the Third National Congress of the Kuomintang at Nanking, and acting as a mediator in the Wuhan dispute. Recently a section of the authorities of Kwangtung thought that, in order to save Marshal Li, peaceful methods should be used. These people are well-intentioned. The authorities of the Liang Kwang Provinces have been associated for years and although different views are entertained as to the manner of helping Marshal Li, yet the deep affection they have for one another is unchanged. Nothing untoward will happen in the relations between the Two Kwangs. People should work and live happily, paying no attention to rumours which are spread by evil hearted persons."

KWANGSI ENVOY ARRIVES.

A further message from Canton states, that Kung Kit Yuan, the representative detailed by Kwangsi has reached Canton to negotiate with the Canton authorities to settle the situation peacefully.

DR. CHAO HSIN CHU'S RESIGNATION.

DEEPLY REGRETTED IN CANTON.

DISTINGUISHED DIPLOMATIC CAREER.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 30.

Very general regret is being expressed in Canton at the resignation by Dr. Chao Hsin Chu, from the post of foreign commissioner and other offices held concurrently. The concensus of opinion is that during the past few weeks the city and the province have lost the services of far more able and experienced administrators and soldiers than she can spare at the present time. The loss of Dr. Chao Hsin Chu, is the culmination of a series of applications to resign, which, while regretted were felt to be inevitable. But Dr. Chu is in a different category from the others. He is a Kwangtung man, and his long experience in diplomatic circles abroad have made him a great asset to China's Foreign Office. Canton was genuinely sorry when it was suggested that he should leave to go to the Tokyo Embassy, but this was a sacrifice in the interests of the country. To see him deprived of all opportunity for serving China at a time when men of his calibre are urgently needed is a different matter.

Dr. Chu has performed an extremely notable service to the South, in helping to restore the traditional friendship between Canton and Hong Kong, which had been temporarily shattered by the intrigues of Michael Borodin and his attend communists. Dr. Chu realised the havoc being wrought by the senseless strife and was one of the big influences in putting an end to the trouble.

A further triumph for Dr. Chu were the negotiations which led to the return to the Canton Government of the old French and British Consulates in the heart of the city. As Vice-Minister he was also rendering great assistance in the important diplomatic negotiations now in progress with the Powers.

NEWSPAPER COMMENT.

The vernacular press gives great prominence to Dr. Chu's retirement and large placards announcing the event are placed outside every newspaper office.

In an editorial article on Monday the *Tai Chung Pao* remarks that Dr. Chu had a clean and enviable record as Commissioner for Foreign Affairs of Kwangtung and his sudden withdrawal from public life is looked upon with the deepest regret. Dr. Chu is "a diplomat of rare ability, a peace-lover, and a leader of absolutely reliability. Those in the diplomatic service must not be involved in political changes. This is precisely the custom in the case of the diplomats of foreign countries. Continuing, the article states:—

"Chao Hsin Chu laboured ardently for a better understanding and closer relationship between Canton and Hong Kong and succeeded remarkably well in a very short time. He is essentially a man of integrity and action and he has a brilliant record in diplomatic affairs. His present resignation is to be deplored."

GENERAL CHEN MING SHU.

ASSURANCE THAT LI TSAI HSIN IS UNHARMED.

GENIAL PATIENT AT THE G.C.H.

General Chen Ming Shu, the head of the Kwangtung Provincial Council, who, it will be remembered, was badly injured at the King Edward Hotel fire, kindly granted our representative an interview at the Government Civil Hospital yesterday morning.

"The General," said one of the doctors, "has been a model patient and he has made a remarkable recovery. We hope he will be fit to leave by the end of this week. I think," added the doctor with a smile, "we can consider him the most important personality we have had among our patients."

General Chen Ming Shu, who is in a comfortable private room, still walks with a decided limp and his hip is heavily bandaged. An alert, strongly built man of about forty, he has a very pleasing and courteous manner which at once sets the visitor at his ease.

After a tribute to the good care which had been taken of Madame Chen and himself at the Hospital, the General said that he would go straight back to Canton as soon as the doctor considered it safe for him to move.

Naturally reticent about the political situation General Chen was emphatic that Marshal Li Tsai Hsin was alive and well at Nanking. "Of course they weren't going to harm the head of the Canton delegation to the Kuomintang Conference. You can take it from me, that Marshal Li is perfectly safe," and he laughed at the suggestion that anything sinister could have happened.

The General also discounted the idea that there was any unusual perturbation in Canton at the present time.

CORRESPONDENCE.

THE ROYAL VISIT.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Now that the subject of the Royal visit has been raised, I would like to know why H.R.H. the Duke of Gloucester was not given an opportunity to speak at the Chamber of Commerce banquet? Never in my life before have I attended a public dinner where the health of the guest of honour was not proposed and responded to. One can certainly get too much oratory at banquets, but this affair of ours in Hong Kong went right to the other extreme, and seemed to me absolutely discourteous. Certainly we do not want a pleasant evening spoilt by a dozen prosy after-dinner speakers, but I think we should have had an opportunity of drinking a toast to our distinguished guest, and have had the pleasure of listening to his reply. At Singapore the Governor proposed the health of his Royal visitor, and His Royal Highness made an appropriate reply. Why this extraordinary silence in Hong Kong? Many of us who attended Friday's dinner were very disappointed that no speeches were made. Myself and many others had expected to hear His Royal Highness say at least a few words to us in reply to the toast of his health, but we were not allowed to express our good wishes towards him! I can assure you that if such an incident had occurred in Australia, somebody would have been "counted out" last Friday night!—Yours, etc.,

DINKUM.

Hong Kong, April 30.

CAUSES OF RACIAL FRICTION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—From Mr. Y. S. Chen's letter in your issue of to-day it appears that he is somewhat prone to detect causes of racial friction where no such causes legitimately exist.

In the first place he assumes, hastily and without sufficient evidence, that the luggage of Europeans is never searched by the Hong Kong Police, and promptly speaks of "glaringly discriminating treatment" and also of his "firm intention to enlist support to the best of his ability for every movement that China's Government may make to impose restrictions on foreigners in China."

In the second place, even supposing that he is correct in his assumption that special attention is directed to the searching of the luggage of Chinese passengers in *particular*, surely a gentleman of Mr. Chen's manifestly good education and intelligence cannot possibly be ignorant of the fact that Chinese in *particular* do constantly attempt to smuggle arms and ammunition and opium and tobacco into this Colony, and accordingly that good reasans do exist, as the result of accumulated experience, for treating Chinese passengers somewhat differently from the ordinary run of European passengers.

It, therefore, seems regrettable that Mr. Y. S. Chen should, under the above circumstances, have magnified any special precautions, taken by the police in the case of Chinese passengers coming into the Colony, into a deliberate attempt to insult the Chinese, as a nation, in his own person.

Moreover, any steps taken by the Government with the view of either protecting the revenue or of preventing armed robberies are mainly for the benefit of the Chinese in this Colony, who outnumber the Europeans by nearly a hundred to one.—Yours, etc.,

A EUROPEAN FRIEND OF THE CHINESE.

Hong Kong, April 30.

[Reference is made in our editorial columns to Mr. Chen's letter.—ED.]

FATAL ACCIDENT TO NAVAL MAN.

BODY FOUND BY R.N. PICKET.

The funeral took place yesterday of Able Seaman Millard, who was killed in the early hours of yesterday morning.

A naval picket in Wanchai came upon Millard's body at about 4 a.m. He was dressed in a singlet, a pair of shorts, and socks and a boot on one foot only.

How long the body had been lying on the road before it was found is not known, but Millard had hired a room at the Naval Canteen at closing time on Monday night, and, on account of the heat he probably went on to the verandah to undress. It is not clear however how he could have fallen over.

The funeral in the Protestant Cemetary was attended by a large number of officers and men from the unfortunate man's ship, H.M.S. Marazion, and full naval honours were accorded.

A.B. Millard was 35 years of age and unmarried.

CHINESE CONSTABLE CHARGED.

"SYSTEMATIC BLEEDING OF HAWKERS."

SERIOUS ALLEGATIONS.

Before Mr. E. W. Hamilton yesterday, Wong Kam Shing, a constable of the Hawkers' Department of the Hong Kong Police, was charged with misconduct as a police officer by accepting bribes. Originally there was also a charge of conspiracy to make illegal extortion from hawkers, but that charge was withdrawn.

Chief Detective Inspector Reynolds prosecuted and Mr. Geo. K. Hall Brutton represented the defendant.

Opening the case, Mr. Reynolds said that following the receipt of certain information, the police set a trap for the alleged collectors of "squeeze" in the interest of constables of the Hawkers' Department. This "squeeze" took the form of payments week by week by both licensed and unlicensed hawkers, the former paying 80 cents per week and the latter $1. On payment of these sums, a password was given to the hawkers which made them immune from arrest.

C. D. I. Reynolds stated that four men were arrested as collectors, these having been trapped by marked money which was given to Police informers to hand over to the collectors. Two detectives arrested the collectors as soon as the money changed hands. On the persons of these collectors, the police found papers bearing the names and numbers of other hawkers who had paid "squeeze."

The accused was alleged to have taken two lump sums from collectors, at his house.

Took Money to Defendant's House.

A hawker named To Pan was the first witness called. He said he had known the defendant for three months and was introduced to him by a police constable named Ah Lung, who told him to take any money collected to the defendant's cubicle. For some time, witness had been in the habit of collecting money for Ah Lung.

Witness could not remember the date and the time when he took the money to defendant's house but stated that he knew defendant to be a constable. On handing over the money to defendant he had stated "Ah Lung asked me to bring this money" and defendant had replied "all right."

Witness said that on the hawkers paying their weekly money they were given a password, to avoid being arrested by the police.

Witness stated that Ah Lung was present when the money was handed to the defendant.

Cross-examined by Mr. Brutton witness said that he also knew the defendant by the name "Siu Ngo Fan" a term which literally meant "roast goose and macaroni". He had not seen the defendant on duty for the past three months and agreed that it was to Ah Lung that he usually handed the money collected.

Mr. Brutton: You say that on this occasion Ah Lung was in the house and yet you handed the money over to the defendant?—Yes. Ah Lung refused to take it.

Why did you not pay the money to Ah Lung when he was in the house?—He refused it.

Had he refused before?—Never.

Witness later explained that Ah Lung indicated that the money could be handed to anyone present.

Mr. Brutton put it to the witness that his story was a tissue of lies, but witness replied that it was the story which he gave to the police when he himself was arrested.

Another hawker stated that he had once handed a sum of money to the defendant at the latter's house. The sum was about $46 to $47.

This witness stated that he had been approached by a number of constables to do the collecting on their behalf. On the day when he handed the money to the defendant, he had been unable to find any of the constables, who usually collected it from him every Monday.

Asked by Mr. Brutton why he wanted to pay the defendant in such a hurry, witness explained that every Monday was "settlement day," and since he could not find the others, he went to the defendant, whose address had been given to him by the other constables.

Mr. Brutton: How did you know that the defendant was connected with the *kau wongs* (plain clothes constables)?—I have seen him on duty.

When you saw him on duty he was with the Inspector?—Sometimes.

He was never on duty like the eight other *kau wongs*?—I have never seen him arrest anyone but he always came on duty between five and six o'clock.

Mr. Brutton was asking witness certain questions about defendant's duties, when His Worship indicated that Mr. Brutton should put the questions to the officer in charge of the hawkers' department.

Defendant's Duties.

Sergeant E. J. Field, officer in charge of the Hawkers' Department, stated that his staff consisted of nine Chinese constables, the defendant being one.

The defendant's duties were to make inquiries for the department and to escort mendicants to Canton. Defendant did not actually patrol the streets as the eight other constables did, but he generally went out during the day to make any inquiries or to get any special information which the department might require. Sometimes, the defendant accompanied witness on a round of the streets.

His Worship: Is he actually a source of danger to the various hawkers; in other words, is he from the nature of his job, in your opinion, a man who is worth bribing? Would it be worth the while of the people to bribe him?

Witness: Yes, I should think so, as he is acting as a sort of No. 4.

How did the whole affair come to be discovered?—It was in the hands of the C.I.D.

Of the nine men in the department two of them carried on after April 22. Six actually absconded and were officially reported missing at 9.30 a.m. on April 22. These men were still missing. The defendant did not turn up at the department at 9.30 on the 22nd, but in a normal way this would have occasioned no surprise. He only looked upon the defendant's non-appearance in a different light because of the disappearance of the other six men.

His Worship: Take a normal day. Would he have been absent between 9.30 and 4 p.m.?—No.

Wife Returns Defendant's Revolver.

Continuing witness stated that the defendant's wife visited the hawkers' department just before tiffin and was asked where he was? She replied that she did not know. Witness then inquired if she knew where her husband was and she replied that she did not know.

Witness then inquired if she knew anything of the defendant's revolver and the woman promised to look for it. At 2 p.m. she brought the revolver and 18 rounds to the office. She was again asked if she knew where her husband was and she replied that she did not know.

His Worship: You were under the impression that he had bolted?—Yes.

The witness went on to say that at 4 p.m. he found the defendant in the office.

His Worship: Did he offer any explanation as to his absence?—He told me he was afraid.

His Worship observed that the defendant might have known that the other men had bolted and it would be perhaps natural for him to be afraid. He asked the witness if such an explanation appeared compatible with the defendant's innocence. Witness agreed.

Witness agreed that it would have been just as easy for the defendant to "bolt" as the six other constables. The defendant had effected six arrests during the last three months and in each case witness had ordered the arrests.

At this stage the case was adjourned until to-day. His Worship said he wanted to hear evidence of the discovery of the affair and when suspicion first fell on the defendant.

"SQUEEZE" COLLECTORS FINED.

AGENTS BETWEEN POLICE AND HAWKERS.

The four Chinese hawkers who had pleaded guilty last week to charges of assisting certain Chinese constables to collect bribes from other hawkers were brought before Major C. Willson yesterday morning.

Mr. F. H. Loseby, who represented one of the accused, suggested that the four men should be bound over to come up for judgment if called upon. The Police, said Mr. Loseby, were of the opinion that a fine would be more appropriate.

His Worship indicated that he was prepared to grant another remand on small bail until another case, connected with the "squeeze ring," had been dealt with. He would like to see what transpired before passing sentence on the defendants.

Mr. Loseby stated that if the present case was dealt with the accused would be in a position to give evidence freely in the other case without the thought that the weight of the penalty might depend on the evidence they would give.

Chief Detective Inspector Reynolds, who was prosecuting, concurred with Mr. Loseby's remarks. Two of the accused had promised to give evidence in the other case, said Mr. Reynolds, and if they were dealt with without a further remand, he felt sure they would keep their word.

His Worship imposed a fine of $25 on each of the defendants.

NOTIFIABLE DISEASE.

15 SMALL-POX DEATHS LAST WEEK.

Eleven new cases of small-pox and 15 deaths, reported last week, show that the small-pox epidemic cannot be regarded as over. There were two more cases on Monday.

It is satisfactory to note that for the whole week there was only one case of diphtheria and one case (British) of enteric.

There were two cases of meningitis.

NEW ADVERTISEMENTS.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

Pressure remains highest in the Pacific to the east of Japan and relatively low over China generally. A depression has developed over Tongking.

Local Forecast:—S.W. winds, moderate, fair to showery.

MARRIAGE.

MAURICE-JONES—KENT.—On April 30, 1929, at St. John's Cathedral, Hong Kong, by the Very Reverend the Dean of St. John's Cathedral, Lieut. KENNETH WYN MAURICE-JONES, D.S.O., R.A., to MARGARET ADA, daughter of Mr. and Mrs. WALTER KENT, of 86, Caine Road, Hong Kong. [7719

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The Daily Press.

HONG KONG, MAY 1, 1929.

A CHINESE GRIEVANCE.

A CHINESE gentleman, Mr. Y. S. CHEN, in a letter published in our columns yesterday, expressed great indignation because, on arriving in Hong Kong from Canton, a police-constable inquired as to his nationality, and, on learning that he was Chinese, at once ordered his baggage to be thoroughly searched. Speaking with a direct frankness not wholly characteristic of his race, our correspondent complains that "glaringly discriminative treatment is meted out in this Colony where British justice and fairness are supposed to be the guiding principles of administration." He goes on to declare himself "rabidly anti-foreign," and out to support every move by the Chinese Government to impose restrictions on foreigners which are "a copy or counterpart of some unjust distinction maintained by foreigners against Chinese." The anger of a gentleman who has had his baggage overhauled by an inquisitive policeman might easily be passed over if the nature of his resentment were not so significant of an attitude of mind that lies at the root of many of China's troubles.

The style and the tone of our correspondent's letter, with its admirable command of English, suggest that he is one of the intelligentsia of his country, well educated, in all probability at a European or American University, and intensely patriotic. This makes his outlook, as revealed by his letter, all the more discouraging both to Europeans and to Chinese statesmen who take long views and have the fundamental interests of China at heart. Here is not the spirit out of which large-minded statesmen and magistrates are made. This is not the mentality which would be able to judge either a civil or criminal case, in which a European was concerned, impartially, on the evidence, and with complete oblivion of the Boxer rebellion and recent "incidents" in Canton, Shanghai, and elsewhere. Mr. CHEN is obviously out for satisfaction for what he considers an affront. "An eye for an eye and a tooth for a tooth," and he declares he will support the National Government in getting it.

In the matter under immediate discussion Mr. CHEN's insight does not seem to carry him very far. It is possible he would agree to the highly debatable proposition that the leased territories in China are harbours of refuge for fugitives from justice, and safe centres for the opium traffic and political plotting. And yet he is ready to denounce the British authorities for action taken in all probability at the request of the Canton Government for the round up of opium smugglers, Communist agitators, and ordinary felons. He would reply no doubt, that it was not the police precautions but the exemption of Europeans to which he objected. He has overlooked the fact that at all frontiers there are discriminations against "aliens." The police have a shrewd knowledge of the European crooks and beachcombers on the China coast, and we can assure Mr. CHEN that a sharp eye is kept on those gentry. But the police know nothing of the crowds of Chinese who swarm into the Colony every day, and their duty both to the Chinese as well as to the British authorities is to find out something about those whom the Colony is harbouring. The task of enlightened Chinese patriots like Dr. C. T. WANG, who constantly urge upon China the need for improving the judicial, police, and prison services before asking for the abolition of extra-territoriality is not made easier, when educated gentlemen like Mr. CHEN become "rabidly anti-foreign" on such trivial pretexts. Not long ago a British subject, owing to the stupidity of a minor official, spent a night in a Chinese gaol. There is nothing in that, for every nation has its Bumbles and Dogberrys, but unfortunately the gaol was so filthy and the inmates so diseased that the "prisoner" had to burn every stitch he wore in the interests of hygiene. Dr. CHAO HSIN CHU, it will be remembered, smoothed over the incident with the friendly tact customary from him, but it was hardly an argument for abolition of the not very oppressive rights enjoyed by the handful of Europeans in China.

Anti-foreignism is to be deeply regretted, for European and America are in a position to render essential services to China, but they can do nothing in a hostile and suspicious atmosphere. Grievances are nurtured where none exist in reality. The disparity between punishments meted out in British Courts to Europeans and Chinese is, for example, a favourite source of complaint. Our contemporary, the *Canton Gazette*, has dealt at length with the lightness of the sentences passed on some British soldiers convicted of window-smashing and theft, compared with the long terms inflicted for lesser offences on Chinese. There is, however, another side to the matter. No concealment is made about the kind of sentences inflicted on Chinese by their own magistrates. Not long ago an epidemic of gang robbery in Canton led to a sharp warning that death would be the penalty for such offences. Recently a money-changer was executed for "rigging the market" and refusing to accept the Central Bank of China notes at par with the silver coinage. Communists are shot out of hand after secret trial at the Magistracies. Two years ago, when a British Labour M.P. was plaintively urging the injustice to China of extra-territoriality, another on the same day obtained confirmation from Sir AUSTEN CHAMBERLAIN of Marshal CHANG TSO LIN's summary strangulation of seventeen Communists. It is not suggested for a moment that the Chinese authorities were unduly harsh on the occasions cited, but it all goes to show that the light-handed justice which is quite sufficient to maintain order in Britain would make the law a laughing stock to Chinese bandits, kidnappers and opium traffickers. The contact of two vastly different civilisations needs an adjustment under which people of both ways of life are least disturbed from the normal. It is not suggested that China has no grievances and has suffered no injustices, but responsible Europeans and Chinese are at least at one in asking for a sane and temperate attitude of mind in approaching this complex matter of the relations between the people of the West and the Far East.

News and Views.

The rainfall on Monday night amounted to .69 of an inch.

During the hearing of traffic cases yesterday, Mrs. X. Illingworth was summoned for leaving motor-car No. 2230 unattended in Pedder Street on April 6. She admitted the offence and was fined $4.

At the Hong Kong Football Association monthly meeting yesterday it was agreed to allocate $787.38 from the funds of the Association to the Miners' Fund. The annual general meeting was fixed for June 28.

A Chinese, who has had three years service with the Hong Kong Telephone Company pleaded guilty yesterday when charged before Major C. Willison with the theft of two lumps of lead. Sentence of three weeks' hard labour labour was passed.

A small passenger boat laden with baggage from the s.s. Cremer capsized about 100 yards off the Tung On Wharf on the waterfront yesterday and the occupants, the master, his wife, a son and a *joki* were thrown into the harbour. They were immediately rescued by a passing motor-boat, but the baggage sank to the bottom of the harbour.

Mr. F. H. Loseby, the well-known local solicitor, has made a report to the police that his residence, No. 3 Chatham Road, Kowloon was entered by a thief, during Monday night, who stole $30 in ten dollar notes, and a pair of gold cuff links. Captain Corbalies, of the Somerset Light Infantry, living at No. 9, Chatham Road also reports that someone entered his rooms during the same night and took a crocodile leather travelling clock and a fountain pen.

At the Central Magistracy, a Chinese was ordered by Mr. E. W. Hamilton to pay $5 compensation and to go to prison for ten days for causing a wound about an inch long on the eyelid of a small boy. He was also fined $5 or a further ten days' imprisonment.

When a Chinese lad was ordered to pay $2 as compensation to a rickshaw coolie, whom he had accidentally injured, he informed Major C. Willson, who made the order, that he would rather undergo a period in gaol as he could not afford the money. His Worship accommodatingly inquired if he would prefer eight strokes, and he answered that he was quite agreeable to that course. The rickshaw coolie was injured by a piece of iron which the defendant was throwing to another boy.

So rapid has been the work of reconstructing the devastated regions of France that Deputy Georges Antoine has introduced a Bill asking that part of the war area be segregated to serve as a permanent souvenir of the feverish days that followed the opening of hostilities in 1914. M. Antoine proposes that the segregated region be made a sort of park, to which school-children of the future could be taken as a means of revivifying the texts of history text-books of that day.

Paymaster Captain H. W. Eldon Manisty, whose appointment as Paymaster Director-General is announced, will be the fourth holder of his new post, which was created in 1919 in order to give the accountant branch of the Navy representation within the Admiralty on a similar footing to the medical and engineer branches. Since June, 1927, he has been Port Accountant Officer and Port Librarian at Portsmouth, and for two years before that was Deputy-Judge Advocate of the Fleet. He was specially promoted to paymaster for services in the China War of 1900, and after being secretary to Admiral Sir Reginald Henderson at the Coastguard and Reserves Office in 1908-10, he accompanied him to Australia to advise on the constitution of the Commonwealth Navy, and became the first Finance and Civil Member of the Naval Board at Melbourne. During the late War he was engaged on special Admiralty service, and in 1917 became Organizing Manager of Convoys, which work, Lord Jellicoe wrote in his book, "The Crisis of the Naval War," "was carried through with quite exceptional skill by Paymaster Commander H. W. E. Manisty." After the War he served on the Admiral's staff in China, and in January, 1922, became Superintendent of the Secretaries' Course at Portsmouth. He became a barrister-at-law (Gray's Inn) in 1908.

Doctor's Handwriting.

"Is it possible that snobbery may some day compel the cultivation of a vile fist as the distinctive mark of social superiority, much as the droppin' of the final 'g' was once imposed in certain huntin' and shootin' circles?" This question is asked by the *British Medical Journal* in the course of an article on "Doctors' Handwriting." "The reproach of illegibility," it is stated, "has long attached to the handwriting of doctors; but the guilt, if guilt it be, appears to be shared by many others. Perhaps . . . the doctor's script is no worse than that of any other professional man, but patients given to the pastime of scrutinising prescriptions, are convinced, moreover, that the doctor's scrawl is designed to keep secret the contents of these documents, and are more likely to attribute their failure to decipher what is written to the doctor's illegibility than to their own ignorance of dog Latin and pharmaceutical terminology."

A Pilgrimage to Canada.

Immediately after recording their votes in the general election, a large party of members of the Free Churches will sail from Liverpool on the White Star liner Doric on an interesting pilgrimage to Canada. Last year a shipload of Congregationalists sailed in what was called "the Second Mayflower" to visit the famous sites associated with the Pilgrim Fathers in New England. This was a great success, and the keen interest shown in the pilgrimage and the intercourse between leading Americans and our Free Churchmen must have done much to promote good feeling and understanding. There is a special interest in this pilgrimage to Canada, which is going in response to an invitation from that side. The United Church of Canada has just been brought into existence as the result of an interesting experiment in reunion, and as reunion is very much in the air in Great Britain—it will soon be consummated by the Methodist churches—this visit will give Free Church people an opportunity for studying the movement on the spot. The party will spend nine days, including two Sundays, in Canada, and a leading point about this pilgrimage, as in the case of the Congregational voyage, is that everyone will pay the same return fare of thirty-six guineas, with no distinctions on board, so that this will be an example of democracy quite in the Puritan tradition.

While the Rhenish metal works and machine factory, as well as the police authorities at Düsseldorf, are maintaining strict secrecy concerning the theft of documents and plans of construction for the gun turret on the new German armoured cruiser of the "A" class, the *Frankfurter Zeitung* publishes the news, which it claims to have received from a well-informed source, that two draughtsmen have been arrested in addition to the engineer arrested yesterday. The charge is that of possessing stolen plans with a view to offering them to other European countries. The newspaper adds that the arrested men were removed to Berlin, where investigations were still proceeding.

Reports of road casualties over Easter received by the Roads Improvement Association in London showed that 32 people were killed, while over a hundred were in hospital in a critical condition, apart from minor casualties, which undoubtedly exceeded a thousand. Road conditions were a contributory factor in the majority of the fatal accidents, declares the Association. In five cases bends on steep gradients were the cause of the accidents; collisions due to narrow roads or blind corners accounted for nine others, while telegraph-poles, embankments, and other obstructions adjacent to the carriageway cost eight lives. Three people were killed and 16 gravely injured by vehicles mounting the footpath, in several cases in emergencies caused by the narrowness of the carriageway, while seven others were killed owing to the absence or inadequacy of the footpath.

Thames Pleasure Trips.

Disappointment at the non-success of the Thames passenger service was expressed by Mr. W. J. McAlister, the chairman of the General Steam Navigation Co., at the recent annual meeting. Mr. McAlister stated that, in spite of the favourable weather last summer, comparatively few people were carried in the Thames pleasure steamers. Even at week-ends three vessels proved adequate to carry all the passengers, and with increasing competition from motor-coaches the prospects for this summer were no brighter. Referring to the proposed Channel Tunnel, Mr. McAlister suggested that such a proposal need not be taken seriously. There were three aspects of the proposed scheme—engineering, military, and economic—and many obstacles stood in the way of its realization. "The two great objections to steamer crossing to the Continent seemed to be the risk of sea-sickness and the delay caused by Customs examinations. No sort of transport," he added, "will do away with the demand of the Customs, and the other objection could be done away with by providing larger vessels."

The Weather.

The London correspondent of the *Rangoon Gazette* writes:—It was remarked by an Eighteenth Century essayist that when two Englishmen meet their first remark is of the weather. I am not aware that any other nation, ancient or modern, has exhibited an equal preoccupation with this subject, and I find it difficult to imagine that it has ever provoked such a flood of lurid objurgation as during the recent cold spell. One inspired comment which fell from a friend while describing the state of the London streets on Tuesday, February 26 filled me with envious admiration. The prospect, as he put it, "was enough to depress a Salamander on his wedding day." One of the most curious things ever said about the weather is to be found in Pepys' Diary when he observes that "it lessened my esteem of a King that he should not be able to command the rain." Of proverbial sayings one of the most racy is that which runs "As the devil said to Noah, it's bound to clear up." Benham, in his excellent book of quotations, adds the Yorkshire variant to the effect that the phrase was used by a Pudsey man when declining Noah's offer of a passage because the fare was too high.

Working Men as Capitalists.

Mr. Hartley Withers, the economist, spoke at the recent monthly luncheon of the Industrial Copartnership Association at Holborn Restaurant, of the incalculable importance to encourage the worker to be a capitalist, even more important than encouraging the capitalist to be a worker. "In the first place," he said, "we want capital from the point of view of the country, and in the second place it will be extremely good for the worker himself and make a tremendous difference to the stability of the whole atmosphere of industrial work as it is carried on. Not only are we saving less than before the war but we are also keeping a much greater proportion of our capital at home. We are apt to overlook the very material fact that we are not exporting capital as we once did. It will be a great advantage if the capital we want is provided in larger and larger degrees by the manual workers of the country." It seemed that working men could be interested in the financial world. "But Heaven forbid," said Mr. Withers, "that I should suggest we encourage working men to go in for gambling on the Stock Exchange, which is being done so much—in this country on a smaller scale, but across the Atlantic on a terrific scale."

It is announced in Admiralty Fleet Orders that the R.N. and R.M. Sports Control Board, formed in June, 1919, with the object, among other things, of developing sports and games among the officers and men of the Royal Navy and Royal Marines has for the purpose of placing its affairs on a more formal basis for the future, applied to the Charity Commissioners for the establishment of a scheme formally constituting the board. As a preliminary step, the Charity Commissioners propose to make an order extending the Charitable Trusts Acts, 1853-1925, to the endowment in question, and a notice to this effect is published for the information of all concerned. The balance-sheet of the board in 1928 showed that the accumulated fund amounted to £35,462, the greater part of which came from canteen profits and the like.

Double-Deck Motor Sleepers.

Recently a new motor-bus service between London and Manchester came into operation, the feature of which is that the vehicle is of the double-deck type. The commodious body is mounted on an eight-wheel chassis, and by enclosing the engine and bonnet in the coachwork the front berth in the upper storey may be likened to an observation-cum-sleeping apartment. Day and night services are being run, the day accommodation being for some 44 passengers, the night service providing 22 sleeping bunks. The 'bus is equipped with a kitchenette and lavatory accommodation. It is the aim of Land Liners, Ltd., the company operating this service, to give comfort rather than fast travel, and the night journey is timed to be run at 20 miles an hour. This gives 10 hours for the trip, and starting at about 10.30 p.m. passengers reach London or Manchester early enough but not too early next morning. Breakfast is served on board and is inclusive with the fare, which is 15s. 6d. for the single journey and 30s. return. An interesting part of the scheme is that when the outward-bound 'buses from London and Manchester meet, about half-way, the drivers change vehicles, so that each driver is always operating over his half of the route. Further, the conductor is also a driver, and he takes his turn at the wheel every trip. The first driver then takes over the duties of conductor. The 'buses have central heating, and are built with a corridor both on the upper and lower deck.

CATHEDRAL WEDDING.

MISS KENT AND LIEUT. K. W. MAURICE JONES, D.S.O., R.A.

Yesterday's bride, Miss Margaret Ada Kent, was the centre of one of the most picturesque weddings seen in St. John's Cathedral for some time.

The bride is the daughter of Mr. and Mrs. W. Kent, of 86, Caine Road, and she became the wife yesterday of Lt. Kenneth Wyn Maurice-Jones, D.S.O., R.A.

The Dean of St. John's Cathedral (Dean A. Swann) officiated, and Lieut. E. H. Walters, R.A., was "best man."

The bride who was given away by her father, Mr. Walter Kent, A.S.P., looked very charming in a picturesque bouffant gown of fine Honiton lace over parchment satin, with a garland of velvet buds, in pastel shades, which effected a delicate contrast to the artistic creation. The gown was devoid of any trimming, save for a large butterfly bow in satin which fell from the waistline at the back, over the stately folds of lace. She wore a lovely tulle veil edged with lover's knots surmounted by a chaplet of orange blossoms and white heather. A rope of seed pearls and a beauty sheaf of arum lilies and maiden hair fern completed one of the most striking models worn in Hong Kong.

The four bridesmaids—the Misses Molly George, Patricia Hynes, Marian Vincent and Patricia Chevalier—wore charming bouffant gowns of "perveche blue," pale gold, mauve and palest pink taffeta. The skirts were finished with tulle, which reached the toes of their taffeta slippers. The only trimming was a taffeta bow which fell to the ground, from the neckline at the back.

On their heads were bandeaux of tulle edged with tiny taffeta buds.

The two bigger girls carried sheafs of gladioli, and the younger two Victorian posies of pink daisies and mauve larkspur.

The bride's mother, Mrs. W. Kent, wore a becoming gown of beige georgette over satin with a black picture hat.

After the ceremony a reception was held at the Hong Kong Hotel which was attended by a very large number of friends of bride and bridegroom. The usual toasts were drunk and good wishes offered for the future happiness of the young couple.

Lieut. and Mrs. Maurice-Jones left later for their honeymoon which is to be spent at Repulse Bay and Manila. The bride's going away dress was a sleeveless New York model in coral pink georgette embroidered with cornflower blue and gold silk, worn under a coat of the same material. The edge of the coat was finished with jabots and fastened at the waist with a blue pearl buckle. The ensemble was completed by pearl beige shoes and stockings and a black picture hat trimmed with large velvet flowers.

JAPANESE AND SHANTUNG.

STILL OPTIMISTIC.

FENG'S STRANGE ATTITUDE.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 30.

Despite the sudden withdrawal of Feng Yu Hsiang's forces, official circles appear to be confident that no further postponement of the Japanese evacuation of Shantung will be necessary.

The Japanese War Office spokesman is of opinion that Feng's action may be beneficial to the preservation of peace, as the danger of friction arising from divided authority will now be removed, as Chiang Kai Shek's troops will henceforth be alone responsible.

A Disquieting Note.

HANKOW, April 30.

Chiang Kai Shek has ordered Chang Fat Fui and Hsi Tao Yin, together with the re-organised Hupeh forces, all of whom are at present in West Hupeh, to commence operations against Yang Sen and the other independent Szechuan Generals, so as to bring Szechuan completely under the dominance of the Government.

Liu Hsiang has already signified his allegiance to Nanking, and it is understood that he will assist the Government troops to root out the lesser Szechuan protagonists.

Hsueh Tu Pih has returned to Honan in order to report to Feng the result of his interview with Chiang Kai Shek. So far as can be ascertained cordial relations continue on the surface, but a disquieting note has been struck by the statement of a priest arriving from Sian to the effect that the roads from Tungkwan to Sian are crowded with Kuominchun troops, who are withdrawing from Honan and Shantung.

Chiang En Route to Nanking.

NANKING, April 30.

Mr. T. V. Soong returned from Hankow last night. It is also learned that Chiang Kai Shek, accompanied by Admiral Chen Shao Kuan, left Hankow for Nanking by gunboat last night.

THE ATTACK ON KWANGSI.

NATIONALIST TROOPS CONCENTRATED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 30.

It is learned that Nationalist troops under Chiang Ting Wen and Li Ming Chi are concentrating just below Hankow, ostensibly to march on Fukien province to take part in the campaign against Communists, but (it is reliably reported) they will eventually land in Limchowfu or Yamchow for a surprise attack against Nanning.

CHANG TSUNG CHANG ROUTED.

SHANTUNG REBELS TO SURRENDER.

(Nam Cheung Pao).

Liu Chen Nien and Jen Yin Chi, in a wire to Nanking, reported that the rebels under Chang Tsung Chang in eastern Shantung having been lately routed, fled in all directions and that the rebel generals, Liu Kai Tai and Koo Chen, have dispatched representatives to tender submission to Government troops.

It is further reported from diplomatic sources that the Japanese authorities have not allowed Chang Tsung Chang to land at Dairen. It is understood that Chang Tsung Chang and Chu Yu Pu have fled to Japan.

NINGHSIA STILL IN BANDITS' HANDS.

(Wah Tsz Yat Pao.)

SHANGHAI, April 30.

Ninghsia is still in the hands of the Mohammedan bandits. Feng Yu Hsiang has ordered his troops to launch a general attack upon the City and to recapture it within a week.

Shensi and Kansu troops have been rushed to the city, and will reach their destination in a day or two.

THE EX-WUHAN LEADERS.

(Wah Tsz Yat Pao.)

SHANGHAI, April 30.

Hu Tsung Tu, Tao Chun and Hsia Wei are expected to be in Shanghai on Tuesday *en route* to Japan. They will not come ashore.

JAPANESE MINISTER TO CANADA.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 30.

Prince Iyemasa Tokugawa, ex-Councillor to the Japanese Embassy in London, and adopted grandson of the last of the Tokugawa Shoguns, has been appointed Japan's first Minister to Canada.

THE SMALL-POX SCARE.

BOMBAY FIGURES SHOW DECREASE.

OUTBREAK IN U.S.A.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 29.

Earl Winterton, Under-Secretary for India, stated in the House of Commons that the latest figures show that small-pox had declined in Bombay since the middle of March the number of cases having dropped from 142 in the week ending March 16 to 86 in the week ending April 9.

A circular had been issued to the shipping companies by the Port Health Department of Bombay advising the vaccination of all passengers and crews of vessels leaving Bombay, except persons recently vaccinated, and it was understood that this advice was being followed.

Indian Exports.

Asked whether any action had been taken by the Government of India to implement the recommendations of the Trade Mission sent out by the India Tariff Board to investigate and make proposals with a view to increasing the foreign market for Indian goods, Earl Winterton said the Government of India were considering the question of appointing Trade Commissioners at Alexandria, Mombasa and Durban.

Cases in London and U.S.A.

[THROUGH REUTER'S AGENCY.]

LONDON, April 30.

There are now 291 small-pox cases in London.

It is also reported from Middlesboro', Massachusetts, U.S.A., that local health officials are alarmed at an epidemic of small-pox. So far 100 cases have been reported, but there is no suggestion that the epidemic is due to any contact with Europeans.

JAPANESE PRESSMAN ABOARD SUFFOLK.

GRATIFICATION IN TOKYO.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 30.

The vernacular newspapers are giving prominence to daily wireless messages from the Rengo Agency's correspondent aboard H.M.S. Suffolk, describing life on a British warship and the doings of the Duke of Gloucester.

Being the first time on which a Japanese journalist has been permitted to travel on a British warship, great interest is aroused and an excellent impression has been made by the grant of this unusual privilege.

Special gratification is expressed at the correspondent's account of how the Japanese flag was hoisted and other ceremonies held aboard the Suffolk yesterday in celebration of the Emperor's birthday.

The opinion is expressed that these courtesies will do much to cement Anglo-Japanese relations.

SERIOUS ILLNESS OF MARSHAL FENG.

COMPLETE REST FOR A YEAR ORDERED.

Nanking, April 24.—According to private messages from Huashan, Shensi, received here by high Kuominchun authorities, Marshal Feng Yu Hsiang, Minister of War, is seriously ill and unless he immediately takes a rest, keeping away completely from politics and other matters for some time, his condition may take a serious turn.

When Marshal Feng was at Huashan, he was examined by a well-known foreign medical man from Peping. It was believed that he had probably heart trouble, both of his legs being swollen. Owing to the serious nature of his condition, some missionary doctors at Sianfu, Shensi, were summoned to Huashan to make a further careful examination. It was the opinion of these doctors that Marshal Feng must take a complete rest for at least a year or two in order to regain his normal health.

Not Allowed to Leave!

Even the temporary absence of such a powerful figure like Marshal Feng from active politics may bring about important developments in the affairs of the country. It is, therefore, considered doubtful if General Chiang Kai Shek, Chairman of the National Government; General Lu Chung Lin, acting Minister of War and Chief-of-Staff to Marshal Feng; and a number of other leaders of the Government and the Party will allow Marshal Feng to take a complete rest, although the Kuominchun leader may need it badly. Informal conferences are being held concerning this matter.

It is also noteworthy that General Kuo Chun Tao and General Huang Shuo Ku, who is the chief secretary of the Second Group Army Corps, have already obtained their passports to go abroad to study political and industrial conditions in foreign countries. They are expected to leave the country in one or two months.

HOUSE OF COMMONS INTERLUDE.

DULL MOMENT ENLIVENED.

PERSISTENT VOCALISTS EJECTED.

[THROUGH REUTER'S AGENCY.]

LONDON, April 29.

During a dull moment, when the House of Commons were dealing with minor legislation, it was suddenly enlivened by an elderly man in the gallery shouting "Down with the Simon Commission", while he showered green leaflets to the floor of the House.

He was seized by a detective and left quietly, whereupon a woman arose and screamed "Down with the Simon Commission, down with the Government that starved the miners."

She tenaciously clung to the railings from which she was removed and taken out still shouting her denunciation and singing "The Red Flag."

The leaflets were signed by the "London District Committee of International Class War Prisoners Association."

Later advices are that the interrupters are avowed Communists. The man is a gaugemaker and the woman is a clerk, aged 22.

In accordance with custom both were detained till the House rose. No charge will be preferred against them.

RAIL SMASH IN NEW YORK.

3,000 WORKERS IMPERILLED ON TRAINS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 30.

Three persons were killed and 40 injured by an elevated train crashing into a rear tube train on the same track, in the Bronx district during the "rush hour" in the morning.

A wooden coach of the elevated train caught fire and firemen were obliged to raise ladders to the elevated structure.

They extinguished the flames in half an hour, after which the passengers, most of whom were hysterical, were removed.

Over 3,000 persons, mostly office workers, were aboard the trains at the time of the collision.

Several passengers collapsed on the track and had to be carried by the Police, and firemen.

The accident was apparently due to an error of the driver of the tube train, who was killed. When his body was extricated, he still had his hand on the emergency brake.

COMMUNISTS ACTIVE IN GERMANY.

USUAL "MAY-DAY" OUTBREAK.

[THROUGH REUTER'S AGENCY.]

BERLIN, April 29.

The authorities here are concerned with the approach of May Day owing to the communist agitators doing their utmost to incite the masses to demonstrate in the streets.

Posters banning all processions have been defaced by communists who are canvassing from house to house urging defiance to the police.

Political passions are already high and have caused frequent clashes throughout the country.

Communists have killed one and seriously injured two republicans.

In Frankfurt on Main there has been serious fighting between Fascisti and Communists, while in Freiburg the nationalists repeatedly interrupted a Polish opera company at Oppeln. They threw stink bombs and howled down the actors whom they later molested in the streets.

There have been similar anti-Polish demonstrations in Breslau and Berlin.

TROUBLES IN IRAQ.

MILITARY SUPPORT FROM BRITAIN?

[THROUGH REUTER'S AGENCY.]

BAGDAD, April 29.

A new Cabinet has been formed under the Presidency of Tewfic Beg Swaidi, ex-Minister of Education.

A very significant appointment is that of Amin Zaki Seg, who was a Turkish officer in war time, as Defence Minister. He replaces General Nuri, a strong conscriptionist, while Zaki, his opponent, considers the solution of the problem of the defence of Iraq lies in military support from Great Britain over a long period.

SOVIET SCHEMES IN EGYPT.

FAKE IMPORT COMPANY UNMASKED.

AGITATOR DEPORTED.

[THROUGH REUTER'S AGENCY.]

CAIRO, April 30.

The Egyptian authorities have unmasked a serious attempt by the Soviet to establish a centre for Bolshevist propaganda in Egypt, under the cloak of an agency called "Textile Imports, Limited," which the Soviet was allowed to establish two years ago in Alexandria to purchase cotton.

Subsequently, and after the arrival of M. Alexis Vasilieff as manager, the agency purchases of cotton declined.

When the agency engaged a certain Hugo Rudolf instead of a local cotton expert, the authorities made an enquiry, and soon obtained sufficient evidence to warrant the arrest of Rudolf and other Communists with whom he was in contact.

It appears that Rudolf really is Rudolf Pinnis, a brother of Edward Pinnis, the head of the Sovtorgflot in Constantinople.

Letters from there were found on Rudolf, proving that the main object of the Soviet cotton agency was to promote the cause of Bolshevism. Pinnis has been deported, and Vasilieff has left at the request of the Egyptian Government.

PRINCESS JULIANA.

BIRTHDAY CELEBRATIONS.

[BRITISH UNITED PRESS.]

THE HAGUE, April 30.

The future Queen of Holland celebrated the twentieth anniversary of her birthday to-day.

Princess Juliana, only child of Queen Wilhelmina and Prince Hendrik, is still a student at Leyden University, and spent to-day hard at work at her studies, only recognising the occasion by a tea-party to her special friends.

She was kept busy, however, receiving the congratulations of her fellow students, and acknowledging birthday wishes from all over the world.

What the Prince of Wales is to England, Princess Juliana is to Holland. She is easily the most popular young girl in the country. Curiously enough, her mode of life follows that of the Prince very closely. She is a true democrat, refusing to take advantage of her station over the other students at Leyden. She travels third-class on the railways, and takes a positive joy in mixing with the general public.

Princess Juliana excels in many sports, including horse-riding, golf, lawn tennis, hockey, skating, cycling, boating, and camping.

Rumours of impending engagements and marriages between eligible Royalties are always prevalent, and Princess Juliana is no exception. Even quite recently it was a matter of talk that her future husband may be Prince Leopold of Saxe-Coburg, although no official confirmation was forthcoming.

Prince Leopold, who is 22 years of age, is a great-grandson of Queen Victoria. His father, the reigning Duke of Saxe-Coburg and Gotha, was the son of Prince Leopold, Duke of Albany, and nephew of the Duke of Edinburgh, who succeeded to the throne of that Principality.

Prince Leopold is at present devoting himself to study of forestry at the University of Hanover. Meanwhile Juliana continues her studies at Leyden, preparing herself eventually to rule the Netherlands.

HONOUR FOR GENERAL BOOTH.

GRATEFUL ACCEPTANCE.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 29.

General Bramwell Booth, of the Salvation Army, who has been made a Companion of Honour by H.M. the King, is 73, and has been seriously ill for many months.

On receiving the news of the honour this morning, he expressed his pleasure, saying this gracious act of the King had cheered and repoiced him very much. It was an honour not for himself but for the Salvation Army. He only wished he were in a better condition to make use of it.

BRITAIN PLAYING THE GAME.

FAVOURS DISARMAMENT.

WHAT CHINA MEANS TO DO!

[BRITISH WIRELESS SERVICE.]

LONDON, April 29.

In the discussion on land armaments, at the meeting of the Preparatory Committee on Disarmament, at Geneva, Lord Cushendun, the British delegate, said that it was quite true, as the French delegate had said, that the question of distinction between limitation and reduction had already been discussed and settled.

Nevertheless, it was very important to bear in mind the distinction between the two because if reduction were to be substituted for limitation in this convention they might very well be going beyond the obligations of Article Eight of the Covenant. Article Eight of the Covenant laid down that there should be reduction down to a level consistent with national safety.

One could not tell at present what nations, if any, had already reduced to that level. Consequently, if they were to insist upon reduction as well as limitation, in the present convention, they might very well be going beyond the obligations of Article Eight.

Britain's Work.

In this connection he mentioned that Great Britain had carried out consistently for many years a continuous reduction of land armaments. At the end of the War Britain had a very large military force, produced by compulsory service, which was an exceptional system for her. Britain immediately returned to voluntary service, but even on that small level, when compared with conscriptionist nations, had of course a very small army.

Britain had been continually reducing. In proof of that proposition he said that compared with August, 1914, namely with her pre-war Army, Britain had reduced nine cavalry regiments, 21 infantry battalions and 61 artillery batteries and, in the last five years, she had progressively reduced her military budget.

In 1925, irrespective of pensions, the British military budget was 36½ millions sterling; in 1926 34½ millions; in 1927 33.1/3 million; in 1928 32¾ million and in the present year 32.1/3 millions.

So that during the last five years, Britain had been continually and progressively reducing her military budget at same time that she had carried out a progressive diminution of her land forces.

Therefore, it was quite possible, though he did not assert it was so, that when the matter came to be decided by the Disarmament Conference it might happen that Britain had already reduced to the level required by Article Eight of the Covenant.

A Dreadful Threat!

The Chinese delegates, interviewed by Reuter expressed the opinion that China would introduce conscription if conscription were not abolished by other nations.

Mr. Britten Again.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 29.

For the second time within ten days Mr. Gibson has played into the hands of French and British diplomacy, complains Mr. Britten, Chairman of the Foreign Relations Committee in the House of Representatives, in a statement attacking the suggestion regarding trained reserves. In his opinion neither of Mr. Gibson's proposals has the slightest chance of acceptance by the League Commission for many years, if ever.

Another Gesture.

GENEVA, April 30.

At to-day's meeting of the Disarmament Committee, Lord Cushendun announced that Great Britain would ratify the Geneva Protocol of 1925, prohibiting the use of poison gas in wartime, provided other Powers also ratified it.

Lord Cushendun made a similar reservation on behalf of the Governments of Australia, South Africa, New Zealand, and the Irish Free State.

Dr. Riddell (Canada) announced that the Canadian Government intended to submit to Parliament a proposal to ratify the Protocol, subject to reciprocity.

Naval Effectives.

The Committee further discussed the tables annexed to the draft Treaty dealing with the maximum land, sea, and air forces, and decided to adjourn the consideration of the proposals as regards maximum Naval armaments.

The British Empire and American delegations accept the limitation of Naval effectives only if it is generally accepted, and a satisfactory agreement reached with regard to the limitation of warships.

The matter will be discussed when the American delegation produces its scheme of Naval Disarmament.

DANISH POLITICAL SITUATION.

PROBLEM OF NATIONAL DEFENCE.

[BRITISH UNITED PRESS.]

COPENHAGEN, April 24.

Denmark's most interesting political event of the last two years will take place to-day when the country goes to the polls to elect a new Folketing, or Danish House of Representatives.

Since 1926, until early in March, the Liberals, who are better known as "The Farmers' Party," had been able to hold the reins of power in the Landsting, or Senate, by co-operating with the Conservative Party, but in March the friendship between these parties came to an end over the question of national defence. The result was a defeat for the Liberal Government, followed by the resignation of Premier Th. Madsen-Mygdal and his Cabinet, and the issuance of a proclamation calling for a new general election.

Party Strengths.

At the time of dissolution the position of the different parties in the House of Representatives was as follows:—

47 Liberals (Farmers' Party.)
28 Conservatives.
53 Social Democrats (Labour Party.)
16 Radical Liberals.
2 Independent Conservatives.
2 So-called "Righteous State" Party.
1 Representative representing the former German districts which were given to Denmark under the Treaty of Versailles.

This makes a total of 149 members in the House.

Attempts at Compromise.

The question which precipitated the political crisis was a difference of opinion between the Farmers and the Conservatives on how much should be spent on Denmark's system of national defence. Before it came to an open fight between the two parties, both sides debated the question for several months while it was still in the hands of the Defence Committee. Premier Madsen-Mygdal and his supporters tried, but in vain, to grant the Conservative party concessions which would win their support. They agreed to raise the defence appropriation from their estimate of 40,000,000 kroner to 42,000,000, and the Conservatives, on their part, agreed to reduce their original demand of 50,000,000 kroner, to 45,000,000. But no agreement could be arrived at to bridge the gap of 3,000,000 kroner between the utmost increase on the Farmers' side, and the utmost decrease on the Conservatives' part. The Conservatives decided to put the question up to the voters of the country, and encompassed the Government's defeat by withdrawing their support from the National Appropriation Bill.

A Tactical Error.

The decision is believed to have been a tactical error on the part of the Conservatives, because from all present indications the Conservatives will lose a number of their seats to the Labour Party. The Farmers' Party may retain their present 47 seats, though politicians regard this as doubtful. The only apparent certainty is that the Labour Party, already the largest single party in the House, will gain several seats.

This belief is based on the fact that during the last year Madsen-Mygdal's Government has cut down all State salaries, with the probable effect that the majority of those who had their salaries cut will vote for the Labour Party in the hope of having their pay restored to its former level.

If the Labour Party gets enough votes at the election they will undoubtedly form a new Cabinet with the support of the Radical-Liberals. Yet even if they do come into power it is improbable that any very radical legislation will be enacted, because the Farmers' Party and the Conservatives will certainly still have a majority in the Senate, and thereby be able to stop any ultra-radical Bills coming up from the House.

Party Programmes.

The programme of the four major parties are as follows:—

Farmers' Party: Willing to vote an appropriation of 42,000,000 kroner for Denmark's system of national defence.

Conservative Party: Lower taxes, more money for defence, bitter opposition to experiments in State Socialism.

Radical-Liberal Party: Lower taxes, abolition of present army and navy, and creation of a coast guard and interior guard modelled on the lines of a national police force.

Labour Party: Abolition of all kinds of national defensive forces, but willing, if elected, to compromise on the Radical proposal for coast and interior guards.

The Radical-Liberal party is commonly known in Denmark as the Radical Party, but as an actual fact, they are not Radicals but Liberals, as the term is understood in democratic countries.

GERMANY'S POWER TO PAY.

NEGOTIATIONS STILL HANG FIRE.

AGREEMENT DELAYS.

[THROUGH REUTER'S AGENCY.]

BERLIN, April 29th.

The Reichsbank President, Dr. Schacht, made it plain during a two hours' conference with the Chancellor, the Foreign, Finance and Economics Ministers, that in the present circumstances a resumption of the Paris negotiations for the purpose of reaching a definite reparations agreement is somewhat improbable and premature.

He will speak at the opening of the Diplomatic negotiations on reparations.

It is understood that the closing report of the conference contains the unanimous German expert views on Germany's capacity to pay and her possible reparations payments.

DEATH OF LORD YOUNGER.

A NOTABLE CAREER.

[THROUGH REUTER'S AGENCY.]

LONDON, April 29.

Lord Younger collapsed in a West-End theatre. He was taken to hospital, where he died.

[Lord Younger of Leckie (the first Viscount Younger) who, as a politician was for many years better known as Sir George Younger, Bart., was born in 1851. He was Lord Lieutenant of Stirlingshire and Vice-Lieutenant of Clackmannanshire. From 1906 to 1922 he was Unionist Member of Parliament for Ayr Burghs, defeating by a very narrow majority Sir Joseph Dobbie, S.S.C. He was the eldest son of the late James Younger, brewer, Alloa, Scotland, with which business he (Lord Younger) was also actively associated. Lord Younger was for many years one of the most prominent members of the Conservative Party. He was also a director of the National Bank of Scotland, the North British and Mercantile Insurance Company, Lloyds Bank, and the Southern Railway. He heir is his son, Lt.-Col. the Hon. James Younger.]

NEW LEADER FOR TAMMANY.

A MONTH'S JOCKEYING.

New York, April 23.—Mr. John F. Curry, Commissioner of Records of New York City, was to-day elected leader of Tammany Hall, the Democratic society which for half a century has maintained almost undisputed control of New York City politics.

Mr. Curry succeeds Judge Olvany, resigned, who was elected to leadership of the society following the death of "Boss" Murphy.

Political jockeying to select the new leader has been under way for more than a month with district leaders appealing daily to Mayor James Walker and the former Governor Mr. Alfred E. Smith, as the most influential members of the organization, to select Judge Olvany's successor. Mr. Curry was opposed by Martin G. McCue, leader of the Twelfth District Tammany organization, and Edward Ahearn, clerk of the municipal court.

Judge Olvany resigned suddenly March 15, following reported disagreements with Mr. Smith and Mayor Walker.

Telegrams in Brief.

The Appellate Court at Bloemfontein has rejected the appeal of the farmer Nafte against the sentence of lashes in addition to imprisonment for the brutal assault on a native servant, resulting in the man's death.

Fourteen of the seventeen persons charged with conspiracy in connection with the general strike on the South Indian Railway in July last year, have been found guilty and sentenced to ten years' rigorous imprisonment. Those sentenced included the two strike agitators, Mukindalal Sarjar and Singara Veluch Chettiar, who were arrested on July 24th last year.

The famous German racing motorist, Baron Wentzelmoseu, with a companion was killed while racing at Stendal. He tried to avoid a cyclist and overturned, with the machine ablaze. A spectator was also killed and several injured.

Lieut.-Colonel The Hon. George Frederick Stanley, C.M.G., M.P., the brother of Lord Derby, has been appointed to succeed Viscount Goschen as Governor of Madras. Viscount Goschen's term of office expires in the autumn.

TENNIS PROSPECTS.

GOOD SEASON PROMISED.

NEW SCORING SYSTEM.

In view of a particularly interesting Tennis season, it is worthy of note that instead of deciding matches by the best of 99 games, as hitherto, matches will be best of 9 sets.

Most Clubs will naturally attempt to lower the colours of the Chinese Recreation Club, who have been winners for three consecutive seasons in all the three divisions.

The newly-formed Mixed Doubles League, in which seven Clubs are participating, is expected to provide excellent sport.

The Tennis League Matches commence on Saturday, and a record number of Clubs are participating in the "A" Division. Club de Recreio and South China Athletic Association are entered for the first time and they are to be congratulated upon their sporting spirit.

As usual, any player who has, during the season, played twice for a Senior Division League Team is ineligible to play in the Junior Division. Men players in the Mixed Doubles League are required to be Members or Subscribers of the Club for which they play. All matches are fixed for Wednesdays and Saturdays, but in case of postponements the day may be altered. By the latest decision of the Association any standard make of ball may be used in all competitions.

HOME FOOTBALL.

ENGLISH LEAGUE MATCH RESULTS.

Grimsby lost their League football match with Bradford on Monday, but they have secured sufficient points, whatever the result of their remaining match this week-end, to gain promotion to the First Division together with Middlesbrough. The following results of English League matches were cabled by Reuter:—

Division I.

Leeds U.	2	Bolton	2
Portsmouth	2	Sheffield U.	3

Division II.

Bradford	1	Grimsby	0

Division III. (Southern).

Luton	1	Torquay	2

Division III. (Northern).

Barrow	2	Crewe	4

K.O.S.B. CORPORAL CHARGED.

DISTRICT COURT MARTIAL.

MATTER OF REGT. INSTITUTE FUNDS.

Before a District Court Martial (Major Todd, Capt. Gage Brown and Lieut. Vivian) yesterday, Corporal Charles Hendry of the K.O.S.B. was charged with converting to his own use about $1,350 belonging to the Regimental Institute. There were fifteen charges to all of which Hendry pleaded not guilty.

Mr. Somerset Fitzroy acted as judge advocate, Mr. R. A. Wadeson conducted the prosecution on behalf of Capt. Perfect, the official prosecutor, and Mr. D. L. Strellett defended.

The first charge concerned a cheque for $30.57, drawn by the President to pay for goods supplied by the N.A.A.F.I. The second charge concerned a cheque for $115.86 which was cashed and the money used, it was alleged, by accused, instead of being paid into the bank. The other charges were of a similar nature and there were also counts of falsifying the books.

Mr. Wadeson for the prosecution said that although there were fifteen charges, some were closely connected. In some cases the charge was that of embezzling goods and it was also given in the alternative form of fraudulent misapplication of money. It was important to remember that as soon as the cheques were cashed, the money was embezzled.

The charges concerning entries in the books were also closely connected. Evidence would show that money was received from other sources and the amounts given in other books. He would suggest that the reason was to make an entry where no entry existed on account of money being misapplied.

Mr. J. L. Ashworth, sub-accountant of the Chartered Bank, produced cheques which had been paid, drawn on various K.O.S.B. regimental accounts kept with Bank. The cheques were not paid into the accounts but came to the Chartered Bank from other banks after they had been cashed.

It is understood that about 20 witnesses will be called.

BANVARD COMPANY.

FAREWELL PERFORMANCE TO-NIGHT.

The second of the three farewell performances on the return visit of the Banvard Musical Comedy Company was given in the Theatre Royal last night, the piece given being "Lido Lady," a lively comedy which went with a swing.

An entirely "New Revue" will be given by the Company at to-night's farewell performance.

PIGEON RACING.

SEASON BEGINS AT HOME.

A POPULAR SPORT.

[British United Press.]

London, April 27.—A whirr of wings, a sudden darkening of the sky, and thousands of racing pigeons in all parts of the country were released from the baskets this afternoon in the first races of the year when the pigeon racing season in England, to continue until the end of September, opened at Crystal Palace, London.

Pigeon racing is a much bigger enterprise here than it is generally considered to be, according to Major W. H. Osman, formerly of the British army pigeon service, and one of the leading authorities on the sport.

"For instance," he told the United Press in an exclusive interview, "over a million dollars are won in prize and pool money each year, and some 15,000,000 birds take part in races. In London, alone, there are from 200 to 300 pigeon clubs, and many more in the northern and midland countries where the sport is most popular.

His Majesty a Patron.

"Since the war, pigeon racing has increased in popularity every year. This is due to the extremely valuable work done by the pigeon service during the war, in assisting aviators, keeping communications open, and in carrier service.

"The birds used by the service were the best in the world. In fact, so good were they that the American army purchased English birds to start a similar service in their own country."

Pigeon racing is mainly the sport of the working classes, although it has many distinguished patrons, including King George. The King has several first-class birds in his lofts, and it is not many years since he won an important race.

Young untrained birds cost anything from £1 to £3, while as they prove their worth by winning races and prizes, their value increases. The record price paid for a bird was £205 in 1924. Their upkeep averages about £1 a week each bird, and while entrance fees are charged for the majority of races, the system of pools or sweepstakes, allows the owner to make a profit of many hundreds of pounds in a year with a good bird.

Phenomenal Speeds.

The pigeons race all distances, and some phenomenal speeds are achieved by them. They seldom fly at less than 30 miles an hour, while in favourable conditions they have been known to attain 70 miles an hour.

The most important race this year is the "Grand National," on July 8, from San Sebastian, Spain to England. The National Racing Club has guaranteed £600 in prize money, and the pools are expected to bring the total considerably higher.

This will be the longest and most strenuous race of the season, for apart from bad weather conditions generally, there are the Pyrenees to be crossed. It is remarkable that a comparatively small proportion of the entrants have ever been lost in this race.

Among other important races is one from the Faroe Islands to England, a distance of 700 miles, and another from Lerwick, in the Shetland Islands, also to England, in addition to numerous races from the continent, and from one end of England to the other.

KAI TACK CRASH VICTIMS.

ALL THREE NOW IDENTIFIED.

The three Chinese who were killed in the aeroplane accident opposite the Kai Tack Aerodrome on Saturday evening have been identified. They were:—

Liu Chun (33), dye worker employed at the Yau Tak Shing works, Sheungshapo, a native of Heungshan;

Liu Kam Shek, dye worker employed at the Yau Tak Shing works, Sheungshapo, a native of Heungshan; and

Fung Woon (22), photographer employed by the Mee Kwong Studio, No. 1, Cheong On Street, Kowloon City, a native of Namhoi.

The damage to the aeroplane is estimated to amount to $8,000 which means that the machine is a total wreck. The damage to the huts is estimated at about $250.

PETROL PUMP EYESORE.

"BRILLIANTLY HUED, UGLY AND VULGAR."

The Earl of Crawford and Balcarres, speaking at a Save-the-Countryside Exhibition, held at Croydon said:—

"We, who are a sensitive race, have established all over the country brilliantly hued and vulgar petrol pumps which essentially are ugly. Pumps could, however, be erected which would perform their functions quite unpretentiously.

"Some countryside advertisements are so crowded that few people have either time or inclination to read half of them, and I believe that, in the long run, they represent so much money thrown away."

RAID ON DOCTOR'S HOUSE.

TWO CHINESE CHARGED.

STORY OF A COWARDLY GANG.

Two Chinese were before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday, on a charge of having attempted to carry out an armed robbery with three others at 60, Lai Chi Kok Road, Shamshuipo on March 27.

Outlining the case for the prosecution, Detective Inspector Fallon said that the flat on which the raid was made was the residence of a Chinese doctor and his family. On March 18, a woman came to the flat, rented the front cubicle, and later returned with a man whom she said was her husband. On the night of March 26, the woman left the flat saying that she was going to the theatre. She did not return, but the husband remained at the flat.

Visitors Arrive.

The next morning, a man came to visit the husband, and later a knock came at the door and three more men were admitted whom the husband said were his *fokis*. After a few minutes conversation, they suddenly came out of the cubicle and held up doctor's family, who were having a meal. Two of the men carried automatic pistols, and two had daggers. The other man was unarmed.

Doctor Puts up a Struggle.

The Chinese doctor put up a fight and shouted for help, and was stabbed in the head by one of the men.

The noise alarmed the robbers because the house was close by Shamshuipo Police Station, and they left in a hurry without stealing anything. Two of the doctor's sons gave chase, but the men got away.

Two automatic pistols, which had been thrown away in the flight, were found in the flat and in the cubicle were the daggers, and materials for gagging.

A report was made to the police, but nothing happened until April 2, when, acting on information, a Chinese detective arrested the first defendant at Yee Chow Street, Shamshuipo. Later in the evening, the second defendant was arrested at 70, Cremer Street, Shamshuipo. At an identification parade held on April 4, two witnesses picked out the first defendant, but only one witness recognized the second defendant.

Evidence of the identification parade was given by Mr. L. H. C. Calthrop, A.S.P., Kowloon, and the case was adjourned.

KOWLOON COURT CASES.

TRESPASSING IN BARRACKS.

A Chinese who was remanded on a charge of trespassing in the Hankow Barracks was fined $7 or ten days' hard labour by Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday.

The defendant pleaded guilty stating that he went there to see a friend.

Detective Sergeant Meadows explained that the defendant had been arrested to put a stop to the petty larcenies which have been going on at the Barracks, and he wished this case to be made an example of.

Three Men in a Boat!

Three Chinese were fined $50 each or one month's hard labour for stowing away on the s.s. Cremer from Singapore. Two of the defendants were stated to have been found hidden behind some baggage, and the third on top of a ventilator in one of the holds.

Anothea Train Opium Carrier.

A Chinese who was arrested with 34 taels of raw opium in his possession as he alighted from the Canton express at the Kowloon Station was fined $2,520 or ten months' hard labour.

SANITARY BOARD MEETING.

PLAN OF KOWLOON TONG MARKET.

At the meeting of the Sanitary Board on April 16, comment was made on the inadequacy of the vote of $1,500 in this year's estimates for the proposed market at Kowloon Tong, and also on the continued use of wooden chopping blocks in markets.

These matters were on the agenda of the meeting yesterday when Mr. N. L. Smith, presiding in the absence of Mr. W. J. Carrie, suggested that it be left over for a further fortnight, which was agreed to.

The only other matter of public interest was the announcement that Dr. S. C. Ho would be retiring from the Board shortly, and another appointment would be necessary to the Standing Committees to which he was appointed together with Mr. T. N. Chau and Dr. W. V. M. Koch.

Besides the President, there were at the meeting the Hon. Mr. J. P. Braga, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. T. N. Chau, the Hon. Mr. H. T. Creasy, C.B.E., Dr. H. A. Fawcett (M.O.H.), and Mr. J. Watson (Secretary).

SERIOUS SHANGHAI RIOT.

DAMAGE TO CHINESE CHAMBER OF COMMERCE.

"THE NATIONAL SALVATION" SOCIETY.

Shanghai, April 25:—The premises of the Chinese General Chamber of Commerce in North Soochow Road were stormed by agitators yesterday afternoon and, during the fray, four persons were injured and had to be taken to hospital. Several were arrested.

The cause of the trouble was the ceaseless indignity to which officers of the Chamber say that they and the staff have been subjected by radical organizations, such as the notorious anti-Japanese Boycott Committee, which claimed the right to use part of the building as its own. The Chamber's affairs were thrown into confusion by this interference, and the Central Government was accordingly asked to give a guarantee that the officers of the Chamber would be afforded proper protection and that there would be no such troubles in future, failing which they would suspend business. This guarantee was not forthcoming so the Chamber suspended operations, closed its doors and yesterday's attack was the result.

The Rioters Assemble.

About noon yesterday, members of the National Salvation Society (formerly the Anti-Japanese Boycott Committee) and the Greater Shanghai Association of Merchant Unions held a meeting in the Third District Higher Primary School, an institution in the Temple of the Goddess of Heaven, next to the Chamber of Commerce, "to discuss certain matters."

After talking for an hour and a half the demonstration marched *en blue* to the gate of the Chamber of Commerce and some began to deliver lectures. The gate was closed and locked at this time, in accordance with the decision of the Chamber to suspend business.

As the soap-box orators continued to harangue the crowd, several members of the Shanghai Municipal Police arrived and told them that speech-making was not allowed in the Settlement without authority. One man persisted in addressing the crowd, whereupon he was arrested and removed to West Hongkew Station.

The arrest of their comrade maddened the other members of the two organizations who set up loud howls, demanding also to be arrested. However, after following the arrested man for a short distance, they turned back and decided to storm the Chamber of Commerce.

Wrecking the Chamber.

The front gate of the Chamber is an iron one and the demonstrators, finding it impossible to smash this, climbed over and rushed into the Chamber to the number of several hundred. Two Chamber's Chinese armed with rifles by virtue of an agreement that the Chamber is considered Chinese territory, tried to stop them, but they were so greatly outnumbered that they were soon disarmed and got a severe beating. Their rifles were smashed and the attackers pocketed about 50 rounds of ammunition.

The hooligans then stormed the office of the general secretary and, in the confusion, a number of important documents were seized and destroyed. Others were lost or mixed up.

The attackers then turned their attention to the staff and a number of employees who had remained at their desks during the trouble were assaulted. Four were so wounded that they had to be sent to hospital. Other clerks, younger and more agile, climbed over the walls and thus escaped the fury of the mob. A bicycle belonging to an employee of the Chamber was stolen.

After being in possession of the building for more than an hour, the miscreants left.

Four arrests were made in all but, as these were in debateable territory, they were later released on instructions from the Police Headquarters.—*North China Daily News.*

ATTACKED BY HUSBAND WITH A CHOPPER.

WHAT THE POLICE FOUND.

At 6.30 a.m. yesterday morning a Chinese woman made a report at the No. 7 Police Station to the effect that her husband had attacked her with a chopper and had wounded her in the temple and the wrist.

The woman explained that they lived on the first floor of No. 15, Pokfulam Road, and that she could offer no explanation of her husband's behaviour as there had been no quarrel between them.

The police sent the woman to the Government Civil Hospital and a party proceeded to the house, where they came upon the dead body of the husband with a deep wound in the throat. The man had evidently committed suicide while the wife was on her way to the Police Station.

BRITAIN'S MERCHANT NAVY IN WAR.

PRINCE OF WALES'S TRIBUTE.

The Prince of Wales, as Master of the Merchant Navy and Fishing Fleet, has written a foreword to the third and final volume of Sir Archibald Hurd's book, "The Merchant Navy," which is based on official documents. The Prince says:—

"It has been my fortunate lot to be a world-wide traveller, and I have encountered the British liner and tramp, not only on every sea, but in many a port in both hemispheres. The sight of the Red Ensign has, in these later days, given me a thrill of a very special kind, for that familiar piece of bunting can never fail to recall the wonderful record of our merchant seamen throughout the struggle of four and a half years."

Pointing out that the volume raises the curtain on the climax of the drama of the War—the enemy's plunge into unrestricted submarine warfare on our merchant shipping, the Prince continues:—"Thus was provided the final test of a heroism and endurance unparalleled in history, and how magnificently our seamen responded to the test is to be found chronicled in these pages. The participation of our seamen in the struggle began with the operations of the German raiders. There was nothing surprising or unprecedented in the destruction achieved by the Emden and other German cruisers and armed merchantmen in Eastern waters and elsewhere. Hostilities were conducted in harmony with principles laid down by international law, and, though many valuable ships were sunk, the toll was no greater than might have been expected, and not a single life of the captured crews was sacrificed. The British seaman recognized that nothing more was being asked of him than to accept the usual hazards of a naval conflict. It was a phase of the War, in short, in which the dictates of humanity were strictly regarded, and every reasonable consideration was shown to the passengers and crews of the vessels unlucky enough to be taken."

"Tremendous Odds."

"This phase, however, was short-lived. With the arrival on the scene of the submarine and the indiscriminate use of the mine the whole position for the merchant seaman was changed. He found himself faced by hazards and perils such as he had never before experienced, or, indeed, had ever conceived as possible. With the intensification of the enemy's campaign, the British sailor, a non-combatant following an ordinarily peaceful avocation, saw himself directly involved in the whole frightful mechanism of war, whose grim operation, as I have said, reached its climax in the phase of unrestricted submarine attack recorded in detail in this third volume of the history. Let us who are land-dwellers not mince words over this thing. It is the glory of our merchant navy, and will be so acclaimed by generations to come, that they faced without hesitation the tremendous odds and the frequent hazard of death, undaunted in spirit to the bitter end. Let us not forget, also that had it been otherwise this country of ours must have perished.

"One highly characteristic phase of the work of our Merchant Navy, described in this volume, is that covering the activities of the Auxiliary Patrol. I imagine the Auxiliary Patrol was one of the most striking, as it certainly was one of the most successful, of the many pieces of War-time improvization which history will place to the credit of the British nation. It was born, as need hardly be recalled, out of those new conditions of submarine attack and indiscriminate mine raids to which I have referred, and it gradually evolved into a vast supplementary fleet. Here was, indeed, a medley of small vessels—trawlers fresh from our fishing grounds, drifters, whalers, paddle-steamers so familiar to Channel excursionists, steam yachts so well known in the Solent, motor-launches, and motor-boats. Their hazardous duties were as varied as their types. In their long hours of patrol they watched for and hunted German submarines; they searched for and dragged mines; they fought hostile aircraft; they controlled and examined millions of tons of shipping navigating the narrow seas; and in many other ways splendidly seconded the efforts of the Grand Fleet. Varied indeed these crafts were in type, but their crews were animated by one heart, and one spirit.

Tradition of Centuries.

"As time went on this collection of ships was welded into a great disciplined service of 4,000 vessels, which its operations extending as far north as the White Sea, to the Mediterranean and Aegean in the south, and westward to the West Indies. The Auxiliary Patrol was in its days of complete development manned by nearly 50,000 officers and men. The figures representative of the full war effect of the Merchant Service as a whole would make staggering totals. Therein it was carrying on, and even bettering, the tradition of centuries."

(*Continued at foot of next column*).

The Prince adds: "It has been said that two-thirds of the Elizabethan Fleet which met so triumphantly the shock of the Spanish Armada were merchant vessels, and that the proportion of the force with which Drake 'singed the King of Spain's beard' were much the same. The relations of the two great services have altered since those days, but the Great War has served to prove once more that the Merchant Navy is as essential to-day as ever it was to the operations of the Royal Navy and to the safeguarding of the life of the British Commonwealth of Nations."

BERNARD SHAW "RELICS."

A WARNING FROM THE AUTHOR.

"A few weeks ago Mr. Bernard Shaw wrote the following letter to the London *Observer*:—"In an article under the heading 'Books and MS. for Sale' in your issue of the 17th I figure as one of the authors whose waste-paper baskets are proving gold mines to dealers in relics.

"Now, it does not seem to me to matter a rap to the purchaser of a relic whether it is genuine or not, provided he believes it is. But it may matter a little to the person thus venerated. If, for instance, a jawbone were sold as having played an authentic part in my platform eloquence, I should like it to be a healthy jawbone, and not one bearing evidence of diseases from which I have never suffered. If a manuscript poem, I should like it to be fairly up to my literary mark, and not to imply amatory personal relations which I have never enjoyed.

A "Treasure" Worth Threepence!

"May I, therefore, beg my worshippers not to scramble too blindly for alleged Shavianna? Otherwise they may share the fate of one of their number in America, who has just paid £300 for a copy of Locke's 'Essay on the Human Understanding,' advertised in the sale catalogue as profusely annotated and underlined by me. Before somebody else pays £600, or £6,000, for this treasure, I had better state unequivocally that I have never read Locke's Essay, and that I never disfigure books by underlining them, my practice, whether as a reviewer or a student, being to make a very light dot in the margin with the tip of a pencil, and note the number of the page on the end paper. When I make a marginal note, which happens perhaps once in twenty-five years, I write the letter *s* and the letter *r* in the ordinary way, and not as printed. The facsimile in the sale catalogue shows that the annotator of Locke used the printed forms for both letters. In short, the £300 treasure is worth about three-pence in the book market, though intrinsically it is worth as much as, or more than, a commentary by myself.

"Mugging Up" Philosophy.

"Let me hasten to explain that the case is one of carelessness and credulity, not of deliberate forgery. The name of the annotator is actually written by himself in the volume. It is Horace Townsend, of Derry, County Cork. He was my wife's father, and he distinguished himself at his university, where, apparently, he was examined in the university manner in Locke, and had to mug up that philosopher accordingly. Hence the underscored passages and the marginal notes in his handwriting, which, I repeat, nobody with the smallest claim to expertness could possibly mistake for mine.

"A remnant of my wife's inheritance of the Derry library was sold when we left Adelphi-terrace and were compelled to unload an intolerable burden of books. Evidently the Locke volume went with the rest, which it would not have done had either my wife or myself ever opened it.

"I am sorry to disillude its latest purchaser, and can only suggest by way of consolation that if the present rage for relics continues it may easily happen that when all my own autographs are appropriated those of my father-in-law may command equally extravagant prices. Meanwhile, will dealers and collectors be reasonably critical and not repeat a mistake which only the prevalent mania can excuse?"

ATTENTION TO NATIONAL DEFENCE URGED.

Rome:—It is the duty of the Italian Government to take careful note of the state of the national defence following failure of the international conferences looking to world disarmament, King Victor Emmanuel said in his address from the throne at the opening of the new Parliament.

Voicing the policy of the Facist Government, the King reviewed the international situation in some detail, indicating his belief that Italian defences should be strengthened on both land and sea.

NUDE SECT ON A MOUNTAIN.

NEARLY STARVED AND FROZEN.

BUT NO DEATHS.

The sixty members, men, women, and children, of the notorious "Zarathustra Colony" of nude sun-worshippers have been shut off from the rest of the world and nearly starved and frozen to death for seven weeks on the top of one of the highest of the Riviera mountains twenty miles from Nice.

The colony, headed by a German, Dr. Goldberg, are sworn to the cult of the nude, and go about their daily tasks completely unclad.

When the terrible cold period set in recently they were obliged to modify their spartan habits, and had recourse to blankets. But blankets were scarce, and during the arctic weather they suffered incredible hardships.

One Small Stove.

The colony possessed only one small stove, used occasionally for cooking. Bonfires were lit, and the sparsely-clad members, men, women, and children, used to crouch round the fires on their bleak and exposed mountain top.

They were able, with glasses, to look down into the heart of Nice, Cannes, and Cagnes-sur-Mer, but could not descend to replenish their scanty food supplies because of the ice and snow.

As far as can be learned, there were no deaths, for these nude open-air apostles have developed into a hardy race; but illness, caused by exposure, has laid many of them low.

The colony was founded three years ago by Dr. Goldberg, formerly of Berlin and Dusseldorf, in both of which cities he had trouble with the police over the practices of his strange sect.

He also tried to establish a colony in Italy, where the climate was particularly favourable. He was expelled by Mussolini and he and his followers established themselves on a mountain top behind Tourettes in a tumble-down farmhouse that had not been occupied for many years. The only approach to this locality is by a dangerous goat path. It takes two hours of hard walking to reach the site of the colony from Tourettes.

No Money.

"There are sixty of us living here as one," the German leader explained to a Press representative. "We have no money, no property and no marriage laws. The children have no family names except as sons and daughters of the Zarathustra colony. Nor have we passports or identity cards, as we have no nationality. We are creating a world within a world and all we ask is to be let alone."

An inspection of half a dozen children showed that they seemed to be healthy and normal in every way, but when I asked Dr. Goldberg if the fathers knew their own children he seemed to doubt it. But he assured me that the mothers were bound to look after their own off-spring for four years, after which they were put into the colony's public school.

The members of the colony are mostly Germans, Italians, Spaniards and Danes. One American woman spent several months there last summer.

Fodder Destroyed.

Ordinarily, two men garbed in blankets went down to the coast towns twice weekly to obtain the necessary provisions that could not be grown on the mountain top, but the cold weather and the exceptionally heavy snowfall this winter ruined even the carefully prepared hot-house vegetables, killed the chickens and ruined the fodder for the goats and cows.

The members of the colony were forced to eat herbs and black bread, and even these were carefully rationed out. It was impossible to send members of the colony for provisions to the coast during the snow this winter.

Except in the most bitter weather, all the members of the colony go about naked, but a look-out is always maintained to warn them when strangers approach. Then they dash into hiding.

Goldberg, who is an unmilitant anarchist, and one of his wives, put on blankets to receive me and serve tea, and both seemed perfectly happy.

£1,500 PEARL MYSTERY.

THIEF CONFESSES.

A break in the crust of an uncut loaf of bread in the kitchenette of a flat disclose a pawn-ticket, which solved the month-old baffling mystery of the theft of a £1,500 pearl necklace from a guest at the Belmont Hotel, Chicago.

Mr. R. M. Rederer, the guest, had ordered the necklace as a gift for his wife.

The reception clerk recalled that a fellow clerk had been standing near when the package was delivered, and the police, as a last resort, paid a surprise visit to his flat and searched it, in spite of the protests of his wife.

The clerk, confronted with the dramatic discovery, confessed.

Money and Markets

HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice and other foodstuffs were as follows:—

Rice.

	Per picul
Ching Ling Chee	$7.11
Green Flying Dragon, Unglutinous	6.79
Red Lily	7.16
Red Flag	7.34
Green Flag	7.29
Green Lion	7.24
Blue Lion	7.17
Red Seal, Granulated	5.83
Blue Bird, Unglutinous	6.87
Hung Sup Tsz	6.24
Red Seal, No. 3	7.00
Blue Seal, White Broken	6.19
Ching Ng Fook, Unglutinous	7.18
Blue Grapes	7.65
Green Seal, No. 3	6.23

Miscellaneous.

No. 24 Coarse granulated sugar	$ 7.43
Soy Bean, Soy Wong	6.80
Black Bean	6.60
Red Melon Seeds	19.00
Camellia-nut oil	20.40
Dried Mushroom, Mokoo	460.00
Green Bean	7.50

CANTON COTTON YARN MARKET.

A telegram from Shanghai states that the price of Japanese cotton yarn has fallen by $1.50 while Chinese yarns are steady, stocks being limited. In Canton, the merchants have bought only limited amounts of Chinese yarns since the Japanese boycott was lifted as they expected the influx of Japanese to affect the market. In consequence, there have been very few transactions. In spite of this, price of Chinese yarns has risen by about two dollars in the past two days. Latest quotations are as follows:—

No. 6	Lion	$193
	Lion, the Second	184
	Hut Hou	184
No. 10	Sailing Vessel	278
	Golden City	270
	Peacock	272
	Lotus & Bee	256
	Double Lions	255
	Five Lions	255
	Yan Chung	270
	Tai Fat	270
	Tak Lee	270
	Excellent Crops	270
No. 12	Golden City	286
	Peacock	286
	Foo Kwai	290
	Poo Yee	286
	Tram-car	283
	Pretty Damsel	276
	Aeroplane	285
	Tak Lee	285
No. 16	Globe	306
	Foo Kwai	302
	Yan Chung	302
No. 20	Golden City	342
	Globe	326
	Good Harvest	320
	Fui Sing	320
	Double Horses	320
	Sin Tao	324
	Blue Phenix	320
	Ng Fook	306
	Yan Chung	320
	Hung Hee	318
	Shepherd	307
	Cloub Roc	318
	Three Stars	320
No. 32	Choy Kou	456
	Blue Phenix	452
	Tin Koon	452
	Pine Tree & Deer	464
	Sheung Hee	444
No. 42	Yang Hok	536
	Butterfly	536
	Happiness	532

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

CANTON, April 29.

Water Works	$3.90
Electric Light & Power	4.40
Canton-Hankow Railway	.49
The Sun Company	96.00
Sincere Company	117.00
Nanyang Bros. Tob. Co.	4.40
Canton Tramways	2.70
China Merchants' Steam Navigation Co.	50.00
Central Bank of China	48.00

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 29.

Paris	124.15½
New York	4.85 9/32
Brussels	34.94
Geneva	25.20
Amsterdam	12.07
Milan	92.62½
Berlin	20.47½
Stockholm	18.16½
Copenhagen	18.19½
Oslo	18.19½
Vienna	34.55½
Prague	164
Helsingfors	193
Madrid	33.85½
Lisbon	106½
Bucharest	816½
Athens	375
Rio	5 57/64
Buenos Aires	47 5/16
Bombay	1/5 29/32
Shanghai	2/5½
Yokohama	1/10 9/32
Hong Kong	1/11¼
Silver, spot & forward	25 5/16

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

APRIL 30, 1929.

H.K. Banks	$1,200 buy., 1,210 sel., 1,200/1,205 sa.
Do. London	£134 nom.
Chartered Banks	£19⅞ buy.
Mercantile Banks, A. & B.	£33 nom.
Do. C.	£15¾ nom.
P. & O. Banks	£9½ nom.
East Asia Banks	$90½ nom.
Canton Insurances	$695 buy.
Union Insurances	$370 sel.
North China Ins.	Tls. 160 buy.
Yangtze Insurances	M. $50 nom.
China Underwriters	$2.10 buy., 2.30 sel.
China Fire Insurances	$295 buy.
H.K. Fire Ins.	$765 buy.
Douglases	$36 sel.
H.K. Steamboats	$26 buy.
H.K. Tugs	$2.40 nom.
Indo-Chinas (Pref.)	$40 nom.
Do. (Def.)	$70 nom.
Shell Transports	38/- nom.
Union Waterboats	$22 nom.
Benguets	$21 buy.
Kailan Mining Admin.	56/3 nom.
Langkats (combined)	Tls. 14 nom.
Do. (single)	Tls. 7½ nom.
S'hai. Explorations	Tls. 2.90 sel.
Shanghai Loans	Tls. 4½ nom.
Raubs	$6.65 nom.
Trench Mines	17/6 nom.
H.K. & K. Wharfs	$122 n'm.
H.K. & W. Docks	$36 sel.
China Providents	$4½ buy.
Hongkews	Tls. 178 buy.
New Engineerings	Tls. 5.30 buy.
Shanghai Docks	Tls. 147 nom.
Ewo Cottons	Tls. 121 buy.
Oriental Cottons	Tls. 2 buy.
S'hai. Cottons (old)	Tls. 72 sel.
Do. (new)	Tls. 33 nom.
H.K. & S. Hotels	$8.10 buy., 8.85 sa.
H.K. Lands	$61¾ buy., 62 sa.
Shanghai Lands	Tls. 143 nom.
Humphreys Estates	$14.35 nom.
H.K. Realties	$8.35 nom.
H.K. Tramways	$18½ buy., 18.65 sel.
Peak Trams (old)	$12½ buy., 2.55 sa.
Do. (new)	$6.30 nom.
Star Ferries	$66½ buy., 67½ sel, 66½ sa.
China Lights	$1.25 buy.
H.K. Electrics	$56.35 sel., 56.10½ sa.
Macao Electrics	$26¾ nom.
Sandakan Lights	$2½ sel.
Telephones	$7.05 buy., 7.15 sel
China Buses	Tls. 14 buy.
Singapore Tractions	11/6 nom.
Do. (Pref.)	16/6 buy.
China Sugars	$1 nom.
Malabon Sugars	$27 buy.
Canton Ices	$1½ buy., 1.90 sel.
Cements (combined)	$8.60 sel.
Do. (old)	$7.80 nom.
Do. (new)	$1.40 nom.
H.K. Ropes	$6½ nom.
United Asbestos	$5 buy.
Dairy Farms	$19¾ sel.
Watsons	$18.20 nom.
Def. A Wings	80 cts. buy.
Lane Crawfords	$2 sel.
Mackintoshs	$18 buy.
Sinceres	$12 buy.
Wm. Powells	$3.65 nom.
H.K. Amusements	$29½ buy., 29½ sa.
H.K. Constructions	$1½ sel.
S'que. Indus. G.$ Bonds	68½% buy.
H.K. Govt. Loans	8% prem. buy.

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.

FLOORS CAKED WITH CHOCOLATE.

FACTORY INSPECTOR'S ALLEGATIONS.

Marshall, Martin & Co., chocolate manufacturers, of Gayford Road, Shepherd's Bush, were fined £3 each on six summonses at the West London Police Court, under the Factory Act, for employing six girls continuously for more than five hours without an interval of half an hour for a meal.

Mr. Joseph Owner, factory inspector, said that on February 20 an inspector visited the factory and found six girls having a meal at 2.30. From statements made to him by the girls it seemed that they had worked from 8 a.m. till 2 p.m. without any interval for meals.

Each of the girls, whose ages were 14 or 15, gave evidence, and some of them stated that on other occasions they had worked the same hours without a meal.

Charles Martin, a member of the firm, said that the facts of the case were not disputed. They were very busy on a special line, and so that the machines should not stop the girls were working later than usual.

Mr. Owner stated, in reply to the magistrate, that there had been no previous conviction against the company, but complaints had been received about insanitary conditions, long hours of working, failure to have young persons employed there medically examined, and unfenced machinery. A letter of caution had been sent to the company.

"I visited the factory two days after the inspector's visit," said Mr. Owner, "and I have never seen food being prepared under filthier surroundings and conditions. The floors of the factory were caked with chocolate in which the girls were stepping and the utensils were so dirty that I reported the matter to the Medical Officer of Health. The girls were working there without proper sanitary and washing conveniences, and this chocolate was being made in these filthy surroundings."

Mr. Marshall, imposing the maximum penalty of £3 on each of the six summonses, said that it was perfectly disgraceful that any employer should so neglect the health and well-being of young girls in his factory. Mr. Marshall also made an order for 30s. costs.

THE MODERN PARK LANE.

RESIDENTIAL LAND-MARKS GOING.

WEST-END BUILDING BOOM.

[BRITISH UNITED PRESS.]

London.—The famous residential land-marks of London are disappearing. Park Lane is getting more like Park Avenue every day. The calm of spring mornings in Hyde Park is disturbed by workmen perched high in the steel girders of apartment houses rising in what was once a street of Peers. Not a trace remains of Devonshire House. Lansdowne House will soon pass away by the same route. Dorchester House is again for sale, after a plan to convert it into a Shakespeare Memorial Theatre was abandoned, and an option on the property forfeited.

Mayfair isn't Mayfair any more. Ducal mansions have become hotels, clubs, offices. One, Lancaster House, has been preserved as a museum. The immense town houses for which London was once famous among European cities will soon be only a memory. The fashionable West End is sprinkled with "House to Let" signs. While house wreckers apply their gentle art to the Georgian palaces which must give way to modern apartment buildings, the New Yorker finds a similar, and perhaps more drastic, change in the complexion of Fifth Avenue.

Saving Money.

Real estate agents predict that the West End building boom will continue even after the most advantageous sites, formerly occupied by a few great town houses, have been utilized. The demand for flats at rentals from £500 to £3,000 a year can not be ignored. Buying up of entire blocks of small residences is expected to be the next move in the transformation of the Wild West End. The people who move into the new £2,000 flats will be saving money, the real estate men argue, because they will be giving up their much more expensive country places or town houses. And, especially will moving into a flat be a saving if a family's resources have been hit by the heavy English death duties. If there are two deaths in a rich family within a year or so, the drain of death duties makes it almost impossible to keep up an expensive home.

The newly rich in England are demonstrating new ideas about their mode of living. There is no longer the great rush to buy up country estates. This is left to wealthy foreigners, and even many of them try to get out of a bad bargain when the tax assessments start rolling in. People of means are finding it cheaper to live in the new luxurious flats, and at rentals that would shock a resident of Park Avenue. A New Yorker would miss closets and shower baths, among other things.

Mansions close to the town house of the Duke and Duchess of York are being converted into flats. Bute House is occupied by the Egyptian Legation. Spenser House is now a women's club. The Dowager Duchess of Rutland is anxious to let her mansion in Arlington street. Crewe House, for a long time the residence of American Ambassadors Kellogg and Houghton, may come into the market. Flats and garages have risen on all sides of Shepherd Market.

CHINA HOMEWARD CONFERENCE.

FREIGHT TARIFF No. 10.
DATED 1ST MAY, 1929.

ADDENDUM No 15.

PART 2.

THE RATE of FREIGHT on GROUNDNUTS without Shells is Amended from Date to the following:—

	Col. 1.	Col. 2
Groundnuts without Shells shipped between 1st May and 31st October, Per Ton of 20 Cwts. ...	36/- N.	40/-

Hong Kong, 1st May, 1929. [7715

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "DARDANUS"
FROM NEW YORK VIA SINGAPORE

are hereby notified that the Cargo having arrived per s.s. "PERSEUS" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 29th April.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 6th May, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 20th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

29th April, 1929. [7712

NOTICE TO CONSIGNEES.

LLOYD TRIESTINO NAVIGATION CO.

THE Motor Vessel "ROMOLO" arrived from TRIESTE and Port on 27TH APRIL, 1929, and in consequence of Fire on board whilst loading at TRIESTE, Consignees of Cargo are hereby notified that a General Average has been declared. It is, therefore, necessary for the Average Bond to be signed, and a Deposit of 2 Per Cent. paid on the market value of the Goods on Arrival. All Goods are being landed at the Consignees' risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained. All damaged Cargo will be examined by Messrs. Goddard & Douglas, on 1st May, 1929, at 10 a.m.

No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after 3rd May, 1929, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 27th Apr., 1929. [7703

NOTICE TO CONSIGNEES.

LLOYD TRIESTINO NAVIGATION CO,

THE Chartered Steamship "ROSANDRA" arrived from TRIESTE and Ports, on 27TH APRIL, 1929, and in consequence of Fire on board whilst en route to the Far East, Consignees of Cargo are hereby notified that a General Average has been declared. It is, therefore, necessary for the Average Bond to be signed, and a Deposit of 25 Per Cent. paid on the market value of the Goods on Arrival.

All Goods are being landed at Consignees' risk into the non-hazardous, hazardous and/or extra Godowns of the Hong Kong & Kowloon Wharf & Godowns Co., Ltd., at Kowloon, whence delivery may be obtained

All damaged Cargo will be examined by Messrs. Goddard & Douglas, on 1st May, 1929, at 10 a.m.

No Claims will be admitted after the Goods have left the Godown, and all Goods undelivered after the 3rd May, 1929, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 27th, Apr. 1929. [7702

ON SALE.

BOUND VOLUMES of the *HONG KONG WEEKLY PRESS*, July to December, 1928.

WITH INDEX, PRICE—$7.50.

On Sale at the HONG KONG DAILY PRESS OFFICE

"TALKIES" IN GERMANY.

SYNDICATES' LEGAL PROBLEMS OVERCOME.

AN AMERICAN SET-BACK.

[BRITISH UNITED PRESS.]

Berlin.—German movie spectators, who have been denied the experience enjoyed in other countries of hearing as well as seeing their movies, will soon be given their fill of the talkies. Legal difficulties between the two German talking-film syndicates hitherto had held up general production and presentation of tone pictures in this country, but now, it appears that the recent agreement between these two syndicates and similar concerns in England, France and Holland has straightened out the legal tangle and paved the way for a wholesale introduction of speaking films to German movie-goers.

By virtue of the same agreement, however, the campaign of certain American interests, particularly the Western Electric Company and the Radio Corporation, to market their own talking films and projection apparatus in Germany has suffered a severe, though not necessarily a permanent, setback. Contrary to the impression obtaining in Berlin and cabled to American and British newspapers at the time of the signing of this compact, well-informed persons in Berlin believe that the American companies, through their various patent and financial connections and exchange agreements with German companies and movie theatres, can still develop a sizeable market for their products.

Independent Firms.

Tonfilm, also known as German Tobis, and Klangfilm are the two German talking picture syndicates. Tonfilm was composed, according to the most reliable information available, of a group of minor, independent capitalists or promoters who had busied themselves since the creation of the syndicate last August with the collection of all the vital talking film patents they could obtain, apparently with an eye to establishing a monopoly.

The same informants were of the opinion that the Tonfilm syndicate was more interested in establishing its patent rights than in producing talkies and had intended to dispose of these rights to an American concern. Klangfilm, on the other hand, was backed by such leading electrical manufacturing companies as A.E.G. (German General Electric) and Siemens-Halske, and by Telefunken, the German counterpart of the Radio Corporation of America.

Both syndicates had come into possession of "key" patents so that neither seemingly could proceed with the production of tonefilm apparatus without reference to the patents held by the other. In January Tonfilm brought out its first talkie, but it was generally agreed that it was not very successful. On February 8 the rival syndicate presented four one-reel talkies in a Berlin theatre, but on the same day Tonfilm obtained a temporary injunction restraining Klangfilm from further presentation of these films.

British Phototones.

In the midst of the legal manoeuvres came the announcement that an agreement had been reached for the alliance of all sound film companies in Germany, England, France and Holland. Parties to this arrangement were Siemens-Halske, the A.E.G., German Tobis, Foreign Tobis, Kuechenmeister and Meester, British Phototone, Ltd., French Phototone, Ltd., and a group of independent American interests. Siemens-Halske and A.E.G. represented Klangfilm, while Foreign Tobis represented the Tri-Ergon syndicate which held the rights to the tonefilm system known as Movietone.

Capital investments totalling more than $100,000,000 were brought together by this fusion of interests. Under the arrangement, Siemens and A.E.G. will manufacture the producing sets and other apparatus necessary to the presentation of talkies; the distribution and sale of this machinery as well as the production of the actual pictures will be left to the other concerns.

It was explained that an exchange of stock between the various companies was not contemplated, the fusion consisting rather of an agreement for the exchange of patent rights and for closer manufacturing and marketing relations.

European Resistance.

This move was acclaimed as the formation of a united European front against the invasion of American companies. It was asserted that it would break up the Western Electric "monopoly" in Europe. As a matter of fact, the Western Electric Company had assumed a dominant position in the British Isles. It was partly to offset this domination by a foreign concern that Count Anthony H. de Bosdari, managing director of British Phototones, took the lead in the negotiations to form a European alliance.

German contacts which ultimately may provide an entering wedge for the American companies include Radio Corporation's working and

(*Continued on next Column*).

LONDON'S NEW LIGHTS.

DEALING WITH FOG.

EMBANKMENT PERILS.

London.—Victorian men-about-town and their well draped lady friends once gathered on the Embankment, near Waterloo Bridge, to marvel at an electric carbon "candle" that sputtered and buzzed and cast jumpy shadows into the darkness of the street and the Thames. The modern Londoner will soon walk or motor along the same Embankment in the blazing glory of the city's new and great white way.

He may even ride on a "London Gondola," one of the double-decked tram-cars that buck and clang from Blackfriars to Westminster. Embankment shadows, for years typical of London, will be dispelled by powerful lamps suspended thirty feet above the entire length of the wide street. The poets will be displeased, but the tram drivers will get a better view of the road on a foggy night.

Speeding-up Traffic.

The entire lighting system of the Embankment is to be overhauled. It has been inadequate for many years. The Embankment runs along the river, but it is not comparable to Riverside Drive in New York. Neither as it like an ordinary water front. It is the fastest short cut between the east and west ends of London. The trams run next to the river, while two streams of traffic rush along the wide road. A newcomer to London takes no chances on picking his way through the vehicles ranging from "baby" motors to immense lorries. The Embankment has a back street location and a main street movement.

Traffic may be even speedier after the new lights are installed. It is already the fastest in London.

Shadowy figures have always haunted the spacious sidewalks of the Embankment after the lights were turned on upstairs in the trams and the inadequate street lamps cast a glow upon the river. Advertisers have taken advantage of the position offered on the opposite side of the Thames, where huge electric signs tell of the power of the press and Scotch whisky. Down and outs shuffle along with an occasional murmur of "Give us tupence, guvner," while night traffic on the river slips silently under the Thames bridges. Once in a while there is a splash and a scream, which means work for the people and the river patrol. Waterloo Bridge is the Embankment's favourite jumping off place.

Flower-Girls to Go.

London's rapidly changing street scene threatens to eliminate yet another picturesque class from the traditional life of the city. It appears that the flower "girls," most of them mothers or grandmothers, must follow the horse drawn cabs into oblivion. In the days of the "growler" a fare had plenty of time to buy flowers at any corner. Nobody stops at the corners these days. And many licenses to sell flowers on a corner have been cancelled, because the corners have been cut out in reconstructed streets.

Flower selling used to be a family business, but succession in the business is dying out. Many of the veteran "girls" advised their grown daughters to go into some other line. The good natural flower sellers who shout "P'imroses, vilets, vilets, buy flowers cheap for your lidy todiy" are as much a part of Piccadilly Circus as the pictures of Mr. Cochran's Young Ladies in front of the London Pavilion. Not that the young ladies look anything like the flower girls. The latter are more plump, even though Mr. Cochran tried to fatten up the chorus for his new revue.

London's flower girls have a church of their own, St. Clement Danes in the Strand. Mrs. Pennington Bickford, wife of the Rector, does everything possible to aid the girls, and seeks help to preserve their "pitches," as their corner locations are called, when business is bad and the license fees are due.

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patent agreement with Telefunken; dio Corporation's film connections with Pathe, F.B.O., and Keith-Albee on the one hand and the latter's connections with Emelka, a German movie company, on the other; Paramount's and Metro-Goldwyn-Mayor's partnership with Ufa, the leading German movie producers and exhibitors. Moreover, Western Electric is still actively represented here by legal and technical talent in its endeavours to get a foothold in Germany, and it has not allowed its negotiations with Ufa for the installation of one of its talkie projection machines in a Berlin theatre owned by Ufa to lapse. At the same time Radio Corporation agents are likewise pressing forward in their campaign.

Whatever the outcome, the American interests are for the time being at least anything but pessimistic. Interviewed here recently, David Sarnoff, Radio Corporation official, said he did not believe the new European combination would to any appreciable extent adversely affect or prejudice the position of the American talkies in Europe.

CRIME OF SIXTEEN CENTURIES AGO.

EXPOSURE OF ANCIENT COUNTERFEITERS.

BASE COINS NOW ARE PRICELESS.

Dr. Andreas Alfoeldi, who has charge of the various collections of old coins in the National Museum of Budapest, has uncovered a case of counterfeiting sixteen centuries old. About a decade ago, the remains of what appeared to be an ancient Roman mint were dug up in Hungary, or, rather, in that section of Hungary which once was the Roman province of Pannonien. The coins found at the same time, and which were believed to be of authentic mintage, were placed in the Budapest Museum. Thorough examination of the pieces has convinced Dr. Alfoeldi, however, that all are false and that the supposed mint was nothing but a counterfeiting mill.

Faulty Workmanship.

Ostensibly made of gold, he has found that the coins are practically worthless. Moreover, the workmanship is faulty in many places. Some of the coins have the impression of a Roman empress of the 2nd Century on the face and that of a Roman emperor of the 3rd Century on the reverse side.

One piece has a gold coin design on one face and a bronze coin design on the other. From this and other evidence, the numismatist has concluded that the spot where the mint was found was once a small settlement inhabited by Celts and itinerant Roman soldiers and that from this village counterfeit pieces were circulated throughout the empire.

While these coins may have been worthless counterfeits about the year 320 A.D., they are to-day rated as virtually priceless, because of their rarity and antiquity.

CINEMA NEWS.

THRILLING EPISODES IN "THE IRON MASK."

D'Artagnan and his three faithful friends ride again through adventures of love, war and intrigue, in Douglas Fairbanks' newest United Artists Picture, "The Iron Mask," now showing at the Queen's Theatre.

Not for one moment does the tempo of the picture relax its speed. Scenes of courage, daredevilry, boisterous comedy, sinister conspiracy and tender love follow each other in quick succession.

The first thrill comes with the opening of the picture. While the new born heir to the throne of France, the tiny Louis XIV., lies in his royal cradle his unwanted twin brother is born and secretly whisked away into hiding.

The fight between D'Artagnan and de Rochefort follows the abduction of Constance, D'Artagnan's beloved. While her rescuers are battering at the walls of the convent where she is confined, Constance struggles with Milady de Winter, and meets her death at her hands.

"The Iron Mask" will be screened until to-morrow.

"The River Pirate" Coming to Queen's.

Victor McLaglen, whose acting in "What Price Glory," will be remembered by all who saw the picture, has another strong rôle in "The River Pirate," a new Fox picture which may be seen at the Queen's Theatre on Friday and Saturday.

The story revolves around the life of a youth who is serving a term in a reformatory where he is officially taught sail making, but where he also learns the inside workings of a gang of criminals. His instructor, a "hard boiled" sailor, helps the boy escape, and, once free, they plan piracies on a large scale, haunting the drab coves of the waterfront, slipping in and out of dingy warehouses. Suspense is a strong element of the story, and it is said that in the screen version this is well maintained until the final surprise climax.

Earle Foxe, who was recently seen here in "Four Sons," also has a prominent part to play, while others worthy of mention include beautiful Lois Moran and Nick Stewart.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.48 p.m.—Weather report.
5.30 to 6.30 p.m.—Programme of Chinese music. (Beka records supplied by The Canton Trading Association, Ltd.).
7.48 p.m.—Evening weather report.
8 p.m.—Evening programme. (H.M.V. records supplied by Messrs. S. Moutrie & Co.).
10.30 p.m.—Close down.

The P. & O. s.s. Khyber from Hong Kong arrived London on April 29.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Van Buren, Dollar, May 5.
Pres. Hayes, Dollar, May 19.

AMOY.

Liangchow, B. & S., May 2.
Haiching, Douglas, May 3.
Tjisondari, J.C.J.L., May 3.
Tjimanoek, J.C.J.L., May 4.
Antung, B. & S., May 5.
Kutsang, Jardine's, May 6.
Szechuen, B. & S., May 7.
Kanchow, B. & S., May 9.
Anking, B. & S., May 12.
Suisang, Jardine's, May 12.
Talma, B.I., May 13.
Tjikembang, J.C.J.L., May 13.
Tjisalak, J.C.J.L., May 18.

ANTWERP.

Nagpore, P. & O., May 4.
Haruna Maru, N.Y.K., May 4.
Afrika, Manners, May 14.
Kamo Maru, N.Y.K., May 18.

AUSTRALIAN PORTS.

Arafura, E. & A., May 8.
Taiping, B. & S., May 14.
Kaga Maru, N.Y.K., May 22.
Tanda, E. & A., May 31.

BALTIC PORTS.

Coblenz, Melchers, May 4.
Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Franken, Melchers, May 20.
Fulda, Melchers, June 1.

BALTIMORE.

Oakbank, Bank, May 3.
City of Lille, Bank, May 10.
Rhexenor, B.F., May 10.

BANGKOK.

Kiangsu, B. & S., May 5.
Kweiyang, B. & S., May 8.
Kaying, B. & S., May 12.

BELAWAN DELI.

Coblenz, Melchers, May 4.
Cremer, J.C.J.L., May 9.
Franken, Melchers, May 20.
Fulda, Melchers, June 1.

BOMBAY.

Hakodate Maru, N.Y.K., May 1.
Kidderpore, P. & O., May 8.
Tamba Maru, N.Y.K., May 11.
Morea, P. & O., May 25.

BOSTON.

Oakbank, Bank, May 3.
Pres. Van Buren, Dollar, May 5.
City of Lille, Bank, May 10.
Tsuyama Maru, N.Y.K., May 10.
Rhexenor, B.F., May 10.
Royal Prince, Furness, May 10.
Pres. Hayes, Dollar, May 19.

BREMEN.

Coblenz, Melchers, May 4.
Franken, Melchers, May 20.
Fulda, Melchers, June 1.

BRINDISI.

Esquilino, D'well's, May 3.
Rosandra, Dodwell's, May 25.

CALCUTTA.

Kumsang, Jardine's, May 7.
Malacca Maru, N.Y.K., May 8.
Takada, B.I., May 11.
Namsang, Jardine's, May 20.
Talamba, B.I., May 21.

CEBU.

Wisconsin, States S.S., May 3.
Golden Sun, States S.S., May 16.
Iowa, States S.S., May 19.

CHEFOO.

Huichow, B. & S., May 2.
Kueichow, B. & S., May 11.

COLOMBO.

Duchessa d'Aosta, D'well's, May 1.
Hakodate Maru, N.Y.K., May 1.
Esquilino, D'well's, May 3.
Haruna Maru, N.Y.K., May 4.
Coblenz, Melchers, May 4.
Nagpore, P. & O., May 4.
Pres. Van Buren, Dollar, May 5.
Athos II, M.M., May 7.
Ruhr, Jebsen, May 7.
Kidderpore, May 8.
Toyooka Maru, N.Y.K., May 10.
Tamba Maru, N.Y.K., May 11.
Kalyan, P. & O., May 11.
Hector, B.F., May 15.
Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
Vogtland, Jebsen, May 21.
Morea, P. & O., May 25.
Glenbeg, Jardine's, May 29.
Duisburg, Jebsen, June 1.
Fulda, Melchers, June 1.
Lahore, P. & O., June 1.

COPENHAGEN.

Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.

DALNY.

Liangchow, B. & S., May 2.
Aeneas, B.F., May 5.
Fulda, Melchers, May 7.
Kanchow, B. & S., May 9.
Sauerland, Jebsen, May 17.
Main, Melchers, May 17.
Sarpedon, B. & S., May 31.

DUTCH PORTS.

Coblenz, Melchers, May 4.
Haruna Maru, N.Y.K., May 4.
Nagpore, P. & O., May 4.
City of Delhi, Bank, May 9.
Ruhr, Jebsen, May 9.
Afrika, Manners, May 14.
Hector, B.F., May 15.
Nanking, Gilman's, May 15.
Kamo Maru, N.Y.K., May 18.
Franken, Melchers, May 20.
Vogtland, Jebsen, May 21.
Diomed, B.F., May 28.
Glenbeg, Jardine's, May 29.
Delhi, Gilman's, June 1.
Duisburg, Jebsen, June 1.
Fulda, Melchers, June 1.

FOOCHOW.

Haiching, Douglas, May 3.

GENOA.

Coblenz, Melchers, May 4.
Pres. Van Buren, Dollar, May 5.
Ruhr, Jebsen, May 9.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
Vogtland, Jebsen, May 21.
Toyooka Maru, N.Y.K., May 22.
Duisburg, Jebsen, June 1.
Fulda, Melchers, June 1.

GLASGOW.

Hector, B.F., May 15.

GOTHENBURG.

Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.

HAIPHONG AND HOIHOW.

Tonkin, M.M., May 7.
Kweiyang, B. & S., May 8.
Tean, B. & S., May 12.

HAMBURG.

Coblenz, Melchers, May 4.
Nagpore, P. & O., May 4.
City of Delhi, Bank, May 9.
Ruhr, Jebsen, May 9.
Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Franken, Melchers, May 20.
Vogtland, Jebsen, May 21.
Diomed, B.F., May 28.
Glenbeg, Jardine's, May 29.
Delhi, Gilman's, June 1.
Duisburg, Jebsen, June 1.
Fulda, Melchers, June 1.

HAVRE.

Afrika, Manners, May 14.

HONOLULU.

Emp. of Russia, C.P.S., May 1.
Shinyo Maru, N.Y.K., May 1.
Pres. Jackson, A.M.L., May 7.
Siberia Maru, N.Y.K., May 15.
Bokuyo Maru, N.Y.K., May 21.
Ginyo Maru, N.Y.K., May 30.

ILOILO.

Wisconsin, States S.S., May 3.
Golden Sun, States S.S., May 16.
Iowa, States S.S., May 19.

JAPAN PORTS.

Emp. of Russia, C.P.S., May 1.
Shinyo Maru, N.Y.K., May 1.
Delhi, Gilman's, May 2.
Malaya, Manners, May 2.
Sado Maru, N.Y.K., May 2.
Morika Maru, N.Y.K., May 4.
Kutsang, Jardine's, May 6.
Mishima Maru, N.Y.K., May 6.
Perim, P. & O., May 6.
Fulda, Melchers, May 6/7.
Pres. Jackson, A.M.L., May 7.
Sphinx, M.M., May 7.
Tanda, E. & A., May 7.
Tsuruga Maru, N.Y.K., May 9.
Delta, P. & O., May 10.
Lycaon, B.F., May 10.
Tsuyama Maru, N.Y.K., May 10.
Suisang, Jardine's, May 12.
Kashima Maru, N.Y.K., May 13.
Talma, B.I., May 13.
Fiume, Dodwell's, May 14.
Pres. Taft, Dollar, May 15.
Gleniffer, Jardine's, May 15.
Emp. of Asia, C.P.S., May 15.
Siberia Maru, N.Y.K., May 15.
Sauerland, Jebsen, May 16.
Main, Melchers, May 17.
Canton, Gilman's, May 19.
Iyo Maru, N.Y.K., May 20.
Pres. McKinley, A.M.L., May 21.
Tilawa, B.I., May 22.
Siam, Manners, May 23.
Venezia, Dodwell's, May 23.
Tydeus, B.F., May 23.
Rajputana, P. & O., May 24.
Medon, B.F., May 24.
C'marthenshire, Jardine's, May 27.
Antilochus, B.F., May 28.
Pres. Jefferson, A.M.L., May 28.
Oldenburg, Jebsen, May 29.
Ginyo Maru, N.Y.K., May 30.
Tyndareus, B.F., June 1.

JAVA PORTS.

Tjisaroea, J.C.J.L., May 4.
Tjiliboet, J.C.J.L., May 8.
Tjisondari, J.C.J.L., May 15.
Tjikini, J.C.J.L., May 22.

LIVERPOOL.

Toyooka Maru, N.Y.K., May 22.

LONDON.

Nagpore, P. & O., May 4.
Haruna Maru, N.Y.K., May 4.
City of Delhi, Bank, May 9.
Kalyan, P. & O., May 11.
Hector, B.F., May 15.
Kamo Maru, N.Y.K., May 18.
Morea, P. & O., May 25.
Diomed, B.F., May 28.
Glenbeg, Jardine's, May 29.
Lahore, P. & O., June 1.

LOS ANGELES.

Shinyo Maru, N.Y.K., May 1.
Pres. Jackson, A.M.L., May 7.
Siberia Maru, N.Y.K., May 15.
Pres. McKinley, A.M.L., May 21.
Rokuyo Maru, N.Y.K., May 21.
Golden Dragon, S.S.S., May 25.
Ginyo Maru, N.Y.K., May 30.

MANILA.

Wisconsin, States S.S., May 3.
Coblenz, Melchers, May 4.
Pres. Van Buren, Dollar, May 5.
Pres. Taft, Dollar, May 7.
Ruhr, Jebsen, May 9.
Emp. of Asia, C.S.P., May 8.
Arafura, E. & A., May 8.
Rhexenor, B.F., May 8.
Tjiliboet, J.C.J.L., May 8.
Pres. McKinley, A.M.L., May 11.
Taiping, B. & S., May 14.
Tjisondari, J.C.J.L., May 15.
Golden Sun, States S.S., May 16.
Iowa, States S.S., May 19.
Pres. Hayes, Dollar, May 19.
Pres. Jefferson, A.M.L., May 21.
Kaga Maru, N.Y.K., May 22.
Tjikini, J.C.J.L., May 22.
Emp. of France, C.P.S., May 23.
Fulda, Melchers, June 1.
Duisburg, Jebsen, June 1.

MARSEILLES.

Nagpore, P. & O., May 4.
Haruna Maru, N.Y.K., May 4.
Pres. Van Buren, Dollar, May 5.
Athos II, M.M., May 7.
Kalyan, P. & O., May 11.
Hector, B.F., May 15.
Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
D'Artagnan, M.M., May 21.
Toyooka Maru, N.Y.K., May 21.
Vogtland, Jebsen, May 21.
Morea, P. & O., May 25.
Diomed, B.F., May 28.
Lahore, P. & O., June 1.

NAPLES.

Haruna Maru, N.Y.K., May 4.
Pres. Van Buren, Dollar, May 5.
Pres. Hayes, Dollar, May 19.

NEWCHWANG.

Liangchow, B. & S., May 2.
Kanchow, B. & S., May 9.

NEW YORK, BOSTON, etc.

Oakbank, Bank, May 3.
Pres. Van Buren, Dollar, May 5.
City of Lille, Bank, May 10.
Rhexenor, B.F., May 10.
Royal Prince, Furness, May 10.
Tsuyama Maru, N.Y.K., May 12.
Pres. Hayes, Dollar, May 19.

NORTH CHINA.

Malaya, Manners, May 2.
Tjimanoek, J.C.J.L., May 4.
Aeneas, B.F., May 5.
Fulda, Melchers, May 7.
Sauerland, Jebsen, May 16.
Main, Melchers, May 17.
Tjisalak, J.C.J.L., May 18.

ORAN.

Franken, Melchers, May 20.
Fulda, Melchers, June 1.

OSLO.

Nanking, Gilman's, May 15.

PANAMA.

Tsuyama Maru, N.Y.K., May 12.
Rokuyo Maru, N.Y.K., May 21.
Ginyo Maru, N.Y.K., May 30.

PENANG.

Hakodate Maru, N.Y.K., May 1.
Haruna Maru, N.Y.K., May 4.
Nagpore, P. & O., May 4.
Takliwa, B.I., May 4.
Pres. Van Buren, Dollar, May 5.
Kumsang, Jardine's, May 7.
Kidderpore, P. & O., May 8.
Malacca Maru, N.Y.K., May 8.
Cremer, J.C.J.L., May 9.
Takada, B.I., May 11.
Kalyan, P. & O., May 11.
Tamba Maru, N.Y.K., May 11.
Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Namsang, Jardine's, May 20.
Talamba, B.I., May 21.
Morea, P. & O., May 25.
Lahore, P. & O., June 1.

PLYMOUTH.

Morea, P. & O., May 25.

PORTLAND.

Texas, States S.S., May 4.
Pennsylvania, States S.S., May 18.

RANGOON.

Takliwa, B.I., May 4.
Malacca Maru, N.Y.K., May 8.

SAIGON.

Wisconsin, States S.S., May 3.
Athos II, M.M., May 7.
D'Artagnan, M.M., May 21.

SANDAKAN.

Mausang Jardine's, May 1.
Arafura, E. & A., May 8.
Hinsang, Jardine's, May 9.
Tanda, E. & A., May 31.

SAN FRANCISCO.

Shinyo Maru, N.Y.K., May 1.
Texas, States S.S., May 5.
Pres. Jackson, A.M.L., May 7.
Everett, States S.S., May 11.
Siberia Maru, N.Y.K., May 15.
Pennsylvania, States S.S., May 18.
Pres. McKinley, A.M.L., May 21.
Golden Dragon, S.S.S., May 25.
Ginyo Maru, N.Y.K., May 30.

SCANDINAVIAN PORTS.

Afrika, Manners, May 14.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.

SEATTLE.

Mishima Maru, N.Y.K., May 6.
Everett, States S.S., May 11.
Ixion, B.F., May 11.
Pres. Taft, Dollar, May 14.
Iyo Maru, N.Y.K., May 20.
Pres. Jefferson, A.M.L., May 28.
Tyndareus, B.F., June 1.

SHANGHAI.

Emp. of Russia, C.P.S., May 1.
Shinyo Maru, N.Y.K., May 1.
Yatshing, Jardine's, May 1.

SHANGHAI.—*(Continued).*

Delhi, Gilman's, May 2.
Malaya, Manners, May 2.
Ninghai, B. & S., May 2.
Liangchow, B. & S., May 2.
Sado Maru, N.Y.K., May 2.
Tjisondari, J.C.J.L., May 3.
Morika Maru, N.Y.K., May 4.
Aeneas, B.F., May 5.
Sunning, B. & S., May 5.
Hangsang, Jardine's, May 5.
Kutsang, Jardine's, May 6.
Mishima Maru, N.Y.K., May 6.
Perim, P. & O., May 6.
Fulda, Melchers, May 6/7.
Pres. Jackson, A.M.L., May 7.
Sphinx, M.M., May 7.
Szechuen, B. & S., May 7.
Waishing, Jardine's, May 8.
Duisburg, Jebsen, May 9.
Kanchow, B. & S., May 9.
Tsuruga Maru, N.Y.K., May 9.
Linan, B. & S., May 9.
Tsuyama Maru, N.Y.K., May 10.
Delta, P. & O., May 10.
Lycaon, B.F., May 10.
Lushan Maru, N.Y.K., May 11.
Chaksang, Jardine's, May 12.
Sinkiang, B. & S., May 12.
Kashima Maru, N.Y.K., May 13.
Tjikembang, J.C.J.L., May 13.
Fiume, Dodwell's, May 14.
Pres. Taft, Dollar, May 14.
Gleniffer, Jardine's, May 15.
Emp. of Asia, C.P.S., May 15.
Siberia Maru, N.Y.K., May 15.
Sauerland, Jebsen, May 16.
Main, Melchers, May 17.
Canton, Gilman's, May 19.
Iyo Maru, N.Y.K., May 20.
Siam, Manners, May 20.
Pres. McKinley, A.M.L., May 21.
Sungshan Maru, N.Y.K., May 21.
Siam, Manners, May 23.
Venezia, Dodwell's, May 23.
Tydeus, B.F., May 23.
Rajputana, P. & O., May 24.
Medon, B.F., May 24.
C'marthenshire, Jardine's, May 27.
Antilochus, B.F., May 28.
Pres. Jefferson, A.M.L., May 28.
Oldenburg, Jebsen, May 29.
Sarpedon, B. & S., May 31.

SINGAPORE.

Hakodate Maru, N.Y.K., May 1.
Coblenz, Melchers, May 4.
Haruna Maru, N.Y.K., May 4.
Nagpore, P. & O., May 4.
Takliwa, B.I., May 4.
Antung, B. & S., May 5.
Pres. Van Buren, Dollar, May 5.
Hakata Maru, N.Y.K., May 6.
Athos II, M.M., May 7.
Kumsang, Jardine's, May 7.
Kweiyang, B. & S., May 8.
Kidderpore, P. & O., May 8.
Malacca Maru, N.Y.K., May 8.
Cremer, J.C.J.L., May 9.
Ruhr, Jebsen, May 9.
Toyooka Maru, N.Y.K., May 10.
Kalyan, P. & O., May 11.
Takada, B.I., May 11.
Tamba Maru, N.Y.K., May 11.
Anking, B. & S., May 12.
Kashima Maru, N.Y.K., May 13.
Afrika, Manners, May 14.
Hector, B.F., May 15.
Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
Namsang, Jardine's, May 20.
D'Artagnan, M.M., May 21.
Talamba, B.I., May 21.
Morea, P. & O., May 25.
Diomed, B.F., May 28.
Glenbeg, Jardine's, May 29.
Duisburg, Jebsen, June 1.
Fulda, Melchers, June 1.
Lahore, P. & O., June 1.

SOUTH AFRICAN PORTS.

Hakata Maru, N.Y.K., May 6.

SOUTH AMERICAN PORTS.

Hakata Maru, N.Y.K., May 6.

SWATOW.

Yatshing, Jardine's, May 1.
Huichow, B. & S., May 2.
Ninghai, B. & S., May 2.
Haiching, Douglas, May 3.
Antung, B. & S., May 5.
Kiangsu, B. & S., May 5.
Hangsang, Jardine's, May 5.
Sunning, B. & S., May 5.
Waishing, Jardine's, May 8.
Linan, B. & S., May 9.
Anking, B. & S., May 12.
Chaksang, Jardine's, May 12.
Kaying, B. & S., May 12.
Sinkiang, B. & S., May 12.

TAKAO.

Sauerland, Jebsen, May 17.

TIENTSIN.

Huichow, B. & S., May 2.
Chipshing, Jardine's, May 3.
Fulda, Melchers, May 7.
Kueichow, B. & S., May 11.
Main, Melchers, May 17.

TRIESTE AND VENICE.

Esquilino, D'well's, May 3.
Rosandra, Dodwell's, May 25.

TSINGTAO.

Yatshing, Jardine's, May 1.
Sunning, B. & S., May 5.
Hangsang, Jardine's, May 5.
Szechuen, B. & S., May 7.
Waishing, Jardine's, May 8.
Chaksang, Jardine's, May 12.
Sinkiang, B. & S., May 12.
Main, Melchers, May 17.

VANCOUVER, B.C.

Emp. of Russia, C.P.S., May 1.
Ixion, B.F., May 11.
Everett, States S.S., May 11.
Emp. of Asia, C.P.S., May 15.
Tyndareus, B.F., June 1.

VICTORIA, B.C.

Pres. Pierce, Dollar, Apr. 30.
Emp. of Russia, C.P.S., May 1.
Mishima Maru, N.Y.K., May 6.
Ixion, B.F., May 11.
Pres. Taft, Dollar, May 14.
Emp. of Asia, C.P.S., May 15.
Iyo Maru, N.Y.K., May 20.
Pres. Jefferson, A.M.L., May 23.
Tyndareus, B.F., June 1.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe May 5.
Afrika due from Shanghai May 14.
Aki Maru left for Manila Apr. 23.
Alipore left for Singapore Apr. 24.
Amur Maru due from Japan May 11.
Angers due from Europe May 21.
Antilochus due from Europe May 27.
Arafura due from Japan May 6.
Asphalion due from Japan June 2.
Asuku Maru due from Singapore May 27.
Athos II due from Japan May 7.
Atsuta Maru left for Shanghai Apr. 29.
Bengal Maru left for Singapore Apr. 26.
Benvorlich due from Europe May 7.
Bessa due from Europe May 20.
Borneo Maru left for Singapore Apr. 23.
Burgenland left for Manila Apr. 22.
Canton due from Hamburg May 17.
Carmarthenshire due from Europe May 27.
Ceylon Maru due from Singapore Apr. 30.
Chenonceaux left for Marseilles Apr. 23.
Chicago Maru due from East Africa May 1.
Chile left for Singapore Apr. 20.
City of Glasgow due from Shanghai May 1.
City of Lille due from Shanghai May 17.
City of Mobile due May 10.
City of Newcastle due from New York May 1.
City of Singapore due from New York May 29.
Claus Rickmers due May 10.
Coblenz due from Japan May 4.
Comliebank left for Shanghai Apr. 28.
Dardanus due from Singapore May 1.
D'Artagnan left for Shanghai Apr. 23.
Delhi due from Rotterdam Apr. 24.
Delta due from Singapore May 9.
Dessau due from Japan Apr. 30.
Diomed due from Japan May 28.
Duchessa d'Aosta due from Japan May 1.
Duisburg left for Shanghai Apr. 29.
Emp. of Asia due from Vancouver May 8.
Emp. of France due from Vancouver May 27.
Emp. of Russia arrived from Manila Apr. 28.
Esquilino due from Shanghai May 2.
Eumaeus due from Singapore May 25.
Franken due from Shanghai May 20.
Fulda due from Europe May 6/7.
Ganges Maru left for Japan Apr. 22.
Ginyo Maru due from Singapore May 11.
Glaucus left for Shanghai Apr. 18.
Glenbank left for Haiphong Apr. 26.
Gleniffer due from Europe May 15.
Glenshiel due from Japan May 1.
Glenbeg due from Shanghai May 29.
Hakata Maru due from Japan May 5.
Haruna Maru due from Japan May 3.
Hector due from Shanghai May 15.
Himalaya Maru due from Japan May 7.
Hinsang due from Sandakan May 10.
Hong Hwa due from Europe May 3.
Honolulu Maru due from Japan May 4.
Hosang arrived from Straits Apr. 25.
Hupeh due from Shanghai Apr. 24.
Ichiyo Maru due from Sydney Mar. 24.
Ixion due from Japan Apr. 30.
Iyo Maru due from Singapore May 3.
Jeypore arrived from Singapore Apr. 15.
Kaga Maru due from Japan May 21.
Kalyan due from Shanghai May 10.
Kamakura Maru due from Japan May 12.
Kamo Maru due from Japan May 17.
Kanchow due from Shanghai May 2.
Karmala left for Singapore Apr. 10.
Katori Maru due from Shanghai May 31.
Khiva arrived London Apr. 20.
Khyber arrived London Apr. 29.
Kidderpore left for Shanghai Apr. 2.
Kitano Maru left for Singapore Apr. 19.
Kutsang due from Singapore May 4.
La Plata Maru left for Singapore Apr. 23.
Lahn due from Europe June 14.
Liangchow due from Shanghai Apr. 27.

VLADIVOSTOCK.

Delhi, Gilman's, May 2.
Malaya, Manners, May 2.
Gleniffer, Jardine's, May 15.
Canton, Gilman's, May 19.
C'marthenshire, Jardine's, May 27.

WEIHAIWEI.

Huichow, B. & S., May 2.
Kueichow, B. & S., May 11.

Lima Maru left for Singapore Apr. 21.
Lisbon Maru due from Singapore Apr. 23.
London Maru due from Singapore Apr. 23.
Lycaon due from Europe May 10.
Main due from Europe May 17.
Malacca Maru due from Japan May 7.
Malaya due from Europe May 2.
Mantua left for Singapore Apr. 26.
Mausang due from Sandakan Apr. 30.
Medon due from Europe May 23.
Menelaus due from Taku Apr. 30.
Mexico Maru due from Japan May 1.
Mishima Maru arrived from Japan Apr. 23.
Morea left for Shanghai Apr. 25.
Morika Maru due May 5.
Murotan Maru left for Japan Apr. 26.
Nagano Maru due from Singapore Apr. 6.
Nagpore due from Shanghai May 4.
Ninghai due from Shanghai Apr. 30.
Oldenburg due from Europe May 29.
Panama Maru due from Singapore May 20.
Paris Maru due from Singapore Mar. 23.
Peleus left for Shanghai Apr. 24.
Pembrokeshire left for Shanghai Apr. 29.
Perim due from Singapore May 9.
Perseus arrived from Singapore Apr. 28.
Pres. Grant due from U.S.A. May 20.
Pres. Hayes due from Japan May 18.
President Jackson due from Manila May 6.
Pres. Jefferson due from U.S.A. May 21.
Pres. Madison left for Shanghai Apr. 22.
Pres. McKinley due from San Francisco May 10.
Pres. Pierce left for Shanghai Apr. 29.
Pres. Taft due from San Francisco May 6.
Pres. Van Buren due from Japan May 4.
Pres. Wilson left for Manila Apr. 20.
Pyrrhus left for Shanghai Apr. 4.
Rajputana due from Singapore May 23.
Raknyo Maru left for Japan Apr. 18.
Rangoon Maru left for Singapore Apr. 18.
Rosandra left for Shanghai Apr. 27.
Royal Prince due from New York May 10.
Rossington Court due from London May 21.
Ruhr due from Shanghai May 4.
Ruth due Apr. 19.
Sado Maru due from Singapore May 5.
Sarpedon due from London May 30.
Sauerland due from Europe May 16.
Seattle Maru due from Japan May 2.
Seiyo Maru left for Japan Apr. 24.
Shantung due from Shanghai Apr. 27.
Shinyo Maru arrived from Singapore Apr. 23.
Siam due from Europe May 23.
Siberia Maru due from Singapore May 6.
Sinkiang due from Shanghai Apr. 17.
Soochow due from Shanghai Apr. 20.
Sphinx due from Europe May 7.
Suiyang due from Shanghai Apr. 24.
Sumatra due from Shanghai Apr. 21.
Sunning due from Shanghai May 1.
Taiping due from Australia May 7.
Taiyo Maru due from Japan May 20.
Takliwa due from Amoy May 1.
Takada due from Amoy May 9.
Talamba left for Amoy Apr. 27.
Talma due from Singapore Apr. 28.
Tamba Maru due from Japan May 10.
Tanda due from Australia May 6.
Tango Maru due from Singapore May 16.
Telemachus due from Europe May 10.
Tilawa left for Singapore Apr. 25.
Tjikarang left for Java Apr. 23.
Tjimanoek due from Makassar May 2.
Tjitaroem left for Manila Apr. 25.
Tjikembang due from Batavia May 11.
Tjiliboet due from Amoy May 6.
Tjisalak due from Makassar May 15.
Tjisondari due from Batavia May 1.
Tjikini due from Java May 20.
Tjisaroea due from Amoy May 2.
Toyama Maru left for Japan Apr. 22.
Toyooka Maru due from Japan May 10.
Trier due from Europe June 5.
Tsuyama Maru due from Singapore May 9.
Tungsha due May 2.
Tydeus due from Europe May 22.
Tyndareus due from Japan May 19.
Yingchow due from Shanghai Apr. 18.
Yokohama Maru due from Kobe Apr. 25.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "PERSEUS"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 29th April.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 6th May, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 20th May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

29th April, 1929. [7711

"CLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "PEMBROKESHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 5th May, 1929, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 4th May, 1929, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hong Kong, 28th Apr., 1929. [7704

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "DUISBURG" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, 1929, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 4th May, 1929, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 20th May, 1929, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.

Hong Kong, 29th Apr., 1929. [7710

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', DUNKIRK, LONDON AND STRAITS.

The Steamship "BENNEVIS."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, 1929, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th May, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 10 A.M., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., LTD.,
Agents.

Hong Kong, 24th Apr., 1929. [7694

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

APRIL 29, 1929.

STATION	HONG KONG STANDARD TIME	BAROMETER AT SEA LEVEL Inches	Millrs.	TEMPERATURE	HUMIDITY	WIND Direction	Force (Beaufort)	WEATHER (Beaufort)
Wladivostock ...	12	29.00	759.4	49	...	S	4	b
Nemuro ...	11	29.72	755.0	...	...	S	1	...
Hokodate ...	"	29.90	759.5	...	...	W	6	...
Tokio ...	"	29.98	761.5	...	...	ESE	2	...
Kochi ...	"	29.90	759.5	...	...	SE	1	...
Nagasaki ...	"	29.90	759.5	...	...	WNW	1	...
Kagoshima ...	"	29.88	759.0	...	...	SE	1	...
Oshima ...	"	29.86	758.5	...	...	NNE	1	...
Naha ...	"	29.88	759.0	...	..	ENE	1	...
Ishigakijima ...	"	29.80	757.0	...	...	SW	1	...
Bonin Island ...	"	29.98	761.5	...	...	W	1	...
Chefoo ...	15	29.80	756.9	68	38	S	2	o
Shanghai ...	14	29.91	759.6	77	50	ESE	2	b
Gutzlaff ...	"	29.96	761.0	64	78	ESE	2	b
Sharp Peak ...	"	29.82	757.7	68	77	NE	2	r
Amoy ...	"	29.84	757.9	71	91	E	4	o
Swatow ...	"	...	...	...	...	...	...	...
Taihoku ...	11	29.88	759.0	72	96	E	2	r
Taichu ...	"	29.91	759.6	79	...	SSW	2	o
Tainan ...	"	29.89	759.3	86	...	SW	2	o
Koshun ...	"	29.87	758.7	90	...	NW	4	b
Pescadores ...	"	29.89	759.3	81	...	SW	2	o
Hong Kong ...	14	29.77	756.1	80	83	SW	3	o
Gap Rock ...	"	29.76	754.9	...	...	SW	4	c
Macao ...	"	29.74	755.4	81	84	SW	4	o
Hoihow ...	"	29.69	754.1	86	73	SE	1	o
Pratas Island ...	"	29.84	757.9	86	72	S	2	bc
Phulien ...	15	29.68	753.9	82	77	SSE	4	o
Tourane ...	"	29.74	755.4	84	...	SE	2	e
Cape St. James ...	"	29.80	756.9	90	...	S	2	o
Basco ...	14	29.81	757.2	86	68	SW	2	b
Aparri ...	"	29.78	756.3	86	71	NNE	4	b
Tuguegarao ...	"	...	...	...	...	...	...	...
Vigan ...	"	...	...	...	...	...	...	...
Manila ...	"	29.78	756.3	93	50	WSW	2	o
Legaspi ...	"	29.79	756.6	93	61	ENE	4	b
Calbayog ...	"	...	...	...	...	...	...	...
Tacloban ...	"	...	...	...	...	...	...	...
Iloilo ...	"	29.75	755.7	93	57	E	4	o
Cebu ...	"	...	...	...	...	...	...	...
Surigao ...	"	29.76	756.0	86	68	ENE	2	o
Saipan ...	...	...	...	...	...	...	...	...
Guam ...	12.22	29.81	757.2	...	...	NE	4	o
Yap ...	11.00	29.79	756.6	...	...	ENE	4	o
Pelew ...	...	...	...	...	...	..	...	...
Ponape ...	...	...	...	...	...	...	...	...
Labuan ...	14	29.80	756.9	90	81	SW	2	b

APRIL 30, 1929.

STATION	HONG KONG STANDARD TIME	BAROMETER AT SEA LEVEL Inches	Millrs.	TEMPERATURE	HUMIDITY	WIND Direction	Force (Beaufort)	WEATHER (Beaufort)
Wladivostock ...	6	29.86	758.5	42	...	...	0	b
Nemuro ...	5	30.00	762.0	...	...	S	1	...
Hokodate ...	"	29.98	761.5	...	...	...	...	...
Tokio ...	"	30.08	764.0	...	...	...	0	...
Kochi ...	"	30.00	762.0	...	...	WSW	1	...
Nagasaki ...	"	29.92	760.0	...	...	NE	1	...
Kagoshima ...	"	29.90	759.5	...	...	...	0	...
Oshima ...	"	29.84	758.0	...	...	...	0	...
Naha ...	"	29.86	758.5	...	...	S	3	...
Ishigakijima ...	"	29.84	758.0	...	...	SSW	2	...
Bonin Island ...	"	30.04	763.0	...	...	...	...	...
Chefoo ...	6	29.78	756.4	56	63	ESE	2	o
Shanghai ...	"	29.80	756.9	59	85	ESE	2	o
Gutzlaff ...	"	29.85	758.2	58	100	SSE	4	o
Sharp Peak ...	7	29.79	756.6	65	89	E	1	o
Amoy ...	6	...	...	...	...	...	...	...
Swatow ...	"	...	...	...	...	...	...	...
Taihoku ...	5	29.82	757.5	70	96	...	0	r
Taichu ...	"	29.87	758.7	75	...	...	0	o
Tainan ...	"	29.85	758.1	73	...	SE	2	b
Koshun ...	"	29.85	758.1	72	...	...	0	b
Pescadores ...	"	29.84	757.8	75	...	SSW	2	o
Hong Kong ...	6	29.77	756.1	79	85	SW	3	oq
Gap Rock ...	"	29.78	756.4	...	...	S	4	o
Macao ...	"	29.75	755.7	77	94	SW	4	o
Hoihow ...	"	...	...	...	...	...	...	...
Pratas Island ...	"	29.83	757.7	76	95	S	2	b
Phulien ...	7	29.70	754.4	75	...	ESE	4	of
Tourane ...	"	29.78	756.3	81	...	SSW	4	c
Cape St. James ...	"	29.85	758.1	79	...	SE	2	c
Basco ...	6	...	...	...	...	...	...	...
Aparri ...	"	29.84	757.8	77	91	S	2	b
Tuguegarao ...	"	...	...	...	...	...	...	...
Vigan ...	"	...	...	...	...	...	...	...
Manila ...	"	29.85	758.1	75	86	ENE	1	b
Legaspi ...	"	29.84	757.8	79	91	NE	2	o
Calbayog ...	"	...	...	...	...	...	...	...
Tacloban ...	"	...	...	...	...	...	...	...
Iloilo ...	"	...	...	...	...	...	...	...
Cebu ...	"	...	...	...	...	...	...	...
Surigao ...	"	...	...	...	...	...	...	...
Saipan ...	5	...	...	...	...	...	...	...
Guam ...	4.22	...	...	...	...	...	...	...
Yap ...	5	29.85	758.1	...	...	NE	2	r
Pelew ...	"	...	...	...	...	...	...	...
Ponape ...	"	...	...	...	...	...	...	...
Labuan ...	6	29.82	757.4	80	87	SW	2	b

April 30d. 10h. 24m.—Pressure is highest in the Pacific to the east of Japan, and relatively low over China generally.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·69 inch. Total since January 1, 3·56 inches, against an average of 11·61 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 1ST.

DISTRICT.	FORECAST.
1.—Formosa Channel 2.—South coast of China between Hong Kong and Lamocks 3.—Hong Kong to Gap Rock 4.—South coast of China between Hong Kong and Hainan	SW. winds, moderate; fair to showery.

C. W. JEFFRIES,—*Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 30.

	Previous Day at 4 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.75	29.82	29.69
Temperature	80	82	83
Humidity ...	84	82	76
Wind—			
Direction	SW	SSW	SSW
Force ...	3	2	4
Weather ...	O	O	OQ
Rain ...	0.00	0.00	0.69

Highest open-air Temperature, 29 : 80
Lowest open-air Temperature, 30 : 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From May 1 to 7, 1929.

Days of Week.	Date of Month	HIGH WATER. Hong Kong Standard Time.	Height.	LOW WATER. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	1	No infer.	high	nor low	wat.
		0 54 a	6 1	10 38 a	1 8
Thur.	2	No infer.	high	nor low	wat.
		2 12 a	5 9	11 34 a	1 7
Fri.	3	No infer.	high	nor low	wat.
		3 13 a	5 8	—	—
Sat.	4	m 7 18	4 5	m 0 17	1 6
		5 24 a	5 8	m 11 32	4 2
Sun.	5	m 7 22	4 9	m 0 52	1 6
		6 32 a	5 9	0 37 a	3 5
Mon.	6	m 7 34	5 3	m 1 23	1 6
		7 28 a	5 9	1 30 a	2 7
Tues.	7	m 7 54	5 9	m 1 53	1 7
		8 11 a	5 9	2 17 a	1 9

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,800 TONS; THROUGH CARGO 36,500 TONS.

During the 24 hours ended at 9 a.m. yesterday the general returns shown at the Harbour Office of cargoes carried by vessels arriving in Hong Kong were as follows:—

	Cargo for H.K.	Through Ports
British		
Menelaus, Shanghai	—	5,187
Glenshiel, Vladivostock	100	9,000
Comliebank, New York	400	4,200
Antung, Singapore	300	2
Seistan, Singapore	800	—
Yatshing, Canton	—	80
	1,600	18,469
Dutch		
Cremer, B. Deli	636	190
	636	190
Italian		
Duchessa D'Aosta	—	4,120
	—	4,120
Norwegian		
Prosper, Saigon	2,400	—
	2,400	—
Japanese		
Atsuta Maru, Singapore	1,145	5,687
Tokushima Maru, Japan	824	3,229
Lisbon Maru, Japan	11	4,828
	1,980	13,744
Chinese		
Chung Kung, Tourane	195	—
Tak Hing, Macao	60	—
	255	—
	6,871	36,523

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	5
Japanese	4	0
Norwegian	1	1
Chinese	3	4
Dutch	1	0
German	0	1
Italian	1	1
Total	17	12

PASSENGERS.

Departures.

The following passengers left yesterday by the s.s. President Pierce for Seattle:—Mrs. F. R. Davis, Master Frank Davis, Miss Kitty A. Heid, Mrs. A. H. Lorber, Mr. E. Otsuki, Mr. Benj Kopf, Rev. M. P. Arlandis, Mr. P. C. Hord, Mr. F. T. Hord, Mr. and Mrs. Crane Williams, Mr. Graham Black, Mr. Robert Menzies, Mrs. R. K. Wrey, Miss Alice Awtrey, Master R. K. Awtrey, Mr. Chang Wing Shing, Mr. Nai T. Reankham, Mr. Luang Biribaed, Mr. and Mrs. Fong Yih, Mr. Jack Ho, Mr. Leung Yan Po, Mr. Leung Man Pak, Mr. S. G. Krikland, Mr. P. Loureeiro, Mr. Y. S. Shu, Mr. V. Olojinsky, Mr. and Mrs. Som Yep Leong, Mr. and Mrs. L. A. Headley, Mr. and Mrs. Woo Tze Shih,

(*Continued on next Column*).

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

The mistress of a passenger boat appeared before the Hon. Comdr. G. F. Hole, R.N., for unlawfully carrying cargo on her craft. Defendant pleaded guilty and a fine of $10 or "10 days" was imposed.

For carrying 18 passengers in excess of the number allowed by his license the master of a coolie boat was fined $50 with the alternative of "3 weeks."

Another master of a coolie boat had 30 passengers in excess. He was also fined $50 or "3 weeks."

Low Man, the owner of the steam launch failed to have on board the number of life belts as required by Sec 37 sub. sec 2 of Ord 10 of 1899. Defendant pleaded guilty and was fined $100 or in default six weeks.

A Chinese coolie boarded the Shinyo Maru on 29th inst. The Chief Officer objected as he (the coolie) had no permit. He was accordingly fined $10. If this is not paid accused will have "do" 10 days.

The master of Chuen Chow on pleading guilty to not having entered his ship at the Harbour Office within the specified time was fined $50 or three weeks.

Mr. Leo D'Almada, who appeared for Chow Jar Ho, the manager of the Sai Nam S.S. Co. who was recently fined $1,000 for interferring with the Chief Officer of the Charles Hardouin while the vessel was under way, applied for a re-hearing of the case.

The case was remanded *sine die.*

Deaths at Sea.

Two deaths at sea were reported by the master of the Seistan from Singapore and Hoihow when the vessel arrived on 29th ult.

Dangerous Goods.

The Atsuta Maru had on board 54 tons Turpentine, etc. The vessel arrived on 29th ult. from Singapore and Middlesbrough.

Twenty-five tons sulphuric acid for Hong Kong and thirty-two tons for through ports were recorded in the manifest of the Tokushima Maru from Japan.

Passenger Traffic for the Week Ending, April 27, 1929.

	Arrs.	Deps.
Ocean Goings	13,184	15,660
River steamers	24,250	24,206
Junks and launches	487	397
	37,921	40,397

Mr. and Mrs. S. P. Magh, Mr. F. S. K. Chun, Mr. and Mrs. S. K. Ng, Mr. and Mrs. Henry Cabot Lodge, Miss Helen McDonough, Mr. R. C. Percival, Mr. Yaki, Mr. N. Menghraj, Mr. J. E. Lyons, Mr. W. McGibbon, Rev. G. G. Palgar, Mr. H. Schlegtendel, Mr. H. Arns, Mr. and Mrs. Wm. C. Letchworth, Mr. Gee Chong, Mr. Gee Ming Lun, Master Quan Jow Foon, Mr. H. E. Newman, Mr. Laung V. Bendyagon, Mr. Mom Luang S. S. Pramoja, Mr. M. Doyle, Mr. Tsang Kwong, Mr. and Mrs. Tam Ying Chiu, Mr. and Mrs. E. Tai, Mr. Y. Y. Chang, Mr. and Mrs. H. Reiss, Mr. and Mrs. H. O. Parr, Mr. Chan Lan Ting, Mr. Earl F. Baskey, Mrs. Woo Sze, Mr. Chan Kai Young, Miss Ng, Master Ng.

ARRIVALS.

April 29.

Duchessa D. Aosta, Italian str., 4,884 tons, Capt. M. Verbas, from Shanghai, buoy No. A4.—Dodwell & Co.

Lisbon Maru, Japanese str., 4,307 tons, Capt. Jutaro Etizawa, from Iloilo, buoy No. A25.—N.Y.K.

April 30.

Canton, French str., 976 tons, Capt. F. Morvan, from Haiphong, buoy No. C46.—M.M. Co.

Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. C42.—Yau Lee & Co.

Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A6.—J.C.J.L.

Deli Maru, Japanese str., 1,292 tons, Capt. Tz Yamamoto, from Canton, O.S.K. Wharf.—O.S.K.

Dessau, German str., 4,116 tons, Capt. K. V. Parpart, from Shanghai, buoy No. O1.—J. M. & Co.

Glenshiel, British str., 5,803 tons, Capt. P. L. Sanders, from Shanghai, buoy No. A1.—J. M. & Co.

Kuramasan Maru, Japanese str., 1,133 tons, Capt. J. Odawara, from Keelung, Yaumati Wharf.—M.B.K.

Menelaus, British str., 6,295 tons, Capt. W. H. Propert, from Shanghai, buoy No. A2.—B. & S.

Nanning, British str., 1,505 tons, Capt. E. H. Histed, from Dairen, buoy No. C37.—B. & S.

Ninghai, British str., 1,482 tons, Capt. W. Peplow, from Amoy, buoy No. B12.—B. & S.

Ranella, British str., 3,372 tons, Capt. F. J. Papple, from Balikpapan, North Point.—A.P.C.

Tjibodas, Dutch str., 2,749 tons, Capt. J. Watering, from Swatow, buoy No. A10.—J.C.J.L.

Tjisondari, Dutch str., 5,019 tons, Capt. W. Weide, from Muntok, buoy No. A5.—J.C.J.L.

Tokushima Maru, Japanese str., 2,702 tons, Capt. K. Mitsui, from Yokohama *viâ* Ports, No. 3 Kowloon Wharf.—N.Y.K.

Wai Shing, British str., 1,170 tons, Capt. J. W. Pettigrew, from Saigon, buoy C15.—J. M. & Co.

Yat Shing, British str., 1,424 tons, Capt. P. Jowitt, from Canton, buoy No. B32.—J. M. & Co.

CLEARANCES.

April 30.

Chipshing, for Canton.
Dessau, for Singapore.
Duchessa D'Aosta, for Singapore.
Emp. of Russia, for Shanghai.
Glenshiel, for Singapore.
Haiyang, for Swatow.
Ka Heng, for K. C. Wan.
Kuramasan Maru, for Whampoa.
Lisbon Maru, for Shanghai.
Mandasan Maru, for Hongay.
Menelaus, for Singapore.
Perseus, for Shanghai.
Pronto, for Swatow.
Shinyo Maru, for Shanghai.
Tokushima Maru, for Singapore.
Tsang Woo, for Saigon.
Yatshing, for Swatow.

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Seistan (Br.) S'pore, Hoihow	288
Ninghai (Br.) S'hai, Amoy	3
Cremer (Dut.) B. Deli, S'pore	2,053
Prosper (Nor.) Saigon	454
Atsuta Maru (Japanese)	14
Total	2,812

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Japan	*Tukiwa*	1st May
Shanghai & Swatow	*Sunning*	1st May
Shanghai & Amoy	*Kanchow* ...	2nd May
Japan, Shanghai & Europe via Siberia (London, 11th–12th April)	*Haruna Maru* ...	3rd May
Europe via Negapatam Letters only London, 4th April	*Hong Hwa* ...	3rd May
Europe via Negapatam, Papers only (London, 4th April)	*Kutsang*	4th May
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Van Buren*...	4th May
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Taft* ...	6th May
Manila	*Pres. Jackson*	6th May
Japan...	*Arafura*	6th May
Australia & Manila	*Tanda* ...	6th May
Japan	*Himalaya Maru* .	7th May
Japan & Shanghai	*Athos II*	7th May
Canada, U.S.A., Japan & Shanghai ...	*Empress of Asia*	8th May
U.S.A., Canada, Japan & Shanghai ...	*Pres. McKinley* ...	10th May
Japan & Shanghai	*Kaiyan*	10th May
Manila	*Pres. Taft*... ...	13th May
U.S.A., Honolulu, Japan & Shanghai ...	*Pres. Hayes* ..	13th May

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date & Time
		Wednesday, 1st,
Amoy	*Tjisondari* ...	9.30 A M
Shanghai	*Perseus*	10.30 A M
Swatow and Amoy	*Cremer*	10.30 A M
Sandakan	*Mausang*	1.30 P M
Straits	*Seistan*	2.30 P M
		Thursday, 2nd,
*Swatow & Wei Hai Wei	*Huichow*	8.30 A M
Amoy	*Tjimanok* ...	9.30 A M
Amoy & Formosa via *Swatow	*Deli Maru* ...	10.30 A M
Java via Batavia	*Tjibodas*	12.30 P M
Swatow	*Hydrangea* ...	2.30 P M
Amoy	*Liangchow* ..	3.30 P M
		Friday, 3rd,
Swatow, Amoy and Foochow	*Hai Ching* ...	1.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 2nd June	*Haruna Maru*	*Kowloon P.O.* Reg. 3rd, 4.30 P M; Let. 4th, 9.00 A M; *G.P.O.* Reg. 4th, 8.45 A M; Letters 9.30 A M
		Saturday, 4th,
Amoy	*Antung* ...	5.00 P M
Manila	*Pres. Van Buren*	5.00 P M
		Sunday, 5th,
Bangkok via Swatow	*Kiangsu*	9.00 A M
Swatow, Amoy and Formosa	*Hozan Maru* ...	9.00 A M
		Monday, 6th,
Straits, Mombasa, Lourenco Marques & South Africa	*Hakata Maru* ..	2.30 P M
Japan, Honolulu, Canada, U.S.A., C. & S. America, & *EUROPE via San Francisco—due San Francisco, 29th May	*Pres. Jackson*	Parcels 3.00 P M; Reg. 4.15 P M; Letters 5.00 P M
Shanghai and EUROPE via Siberia ..	*Pres. Jackson*	Reg. 5.00 P M; Letters 6.00 P M
Amoy	*Kutsang*	5.00 P M
		Tuesday, 7th,
Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 8th June ...	*Athos II* ...	*Kowloon P.O.* Reg. 10.00 A M; Letters 1.00 P M; *G.P.O.* Reg. 12.45 P M; Letters 1.30 P M

*Correspondence bearing vessel's name only.

EXCHANGE.

CLOSING QUOTATIONS.

April 30, 1929.

On London.—	
Telegraphic Transfer...	1/11⅛
Bank Bills, on demand	1/11 7/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/11⅛
Credits, at 4 months' sight	2/0⅜
Documentary Bills, 4 months' sight	2/0½
On Paris.—	
Bank Bills, on demand	121½
Credits, 4 months' sight	128⅞
On New York.—	
Bank Bills, on demand	47⅞
Credits, at 60 days' sight	49
On Bombay.—	
Telegraphic Transfer / Bank Bills, on demand	130¼
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	130¼
On Shanghai.—	
Bank Bills, at sight ...	79
Private, 30 days' sight	—
On Yokohama.—	
On demand	105
On Manila.—On demand...	95½
On Singapore.—	
On demand	84¼
On Batavia.—On demand...	118
On Haiphong.—	
On demand	—
On Saigon.—On demand...	nom.
On Bangkok.—	
On demand	95¾
Sovereign, Bank's Buying rate	9.90
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	25 5/16

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